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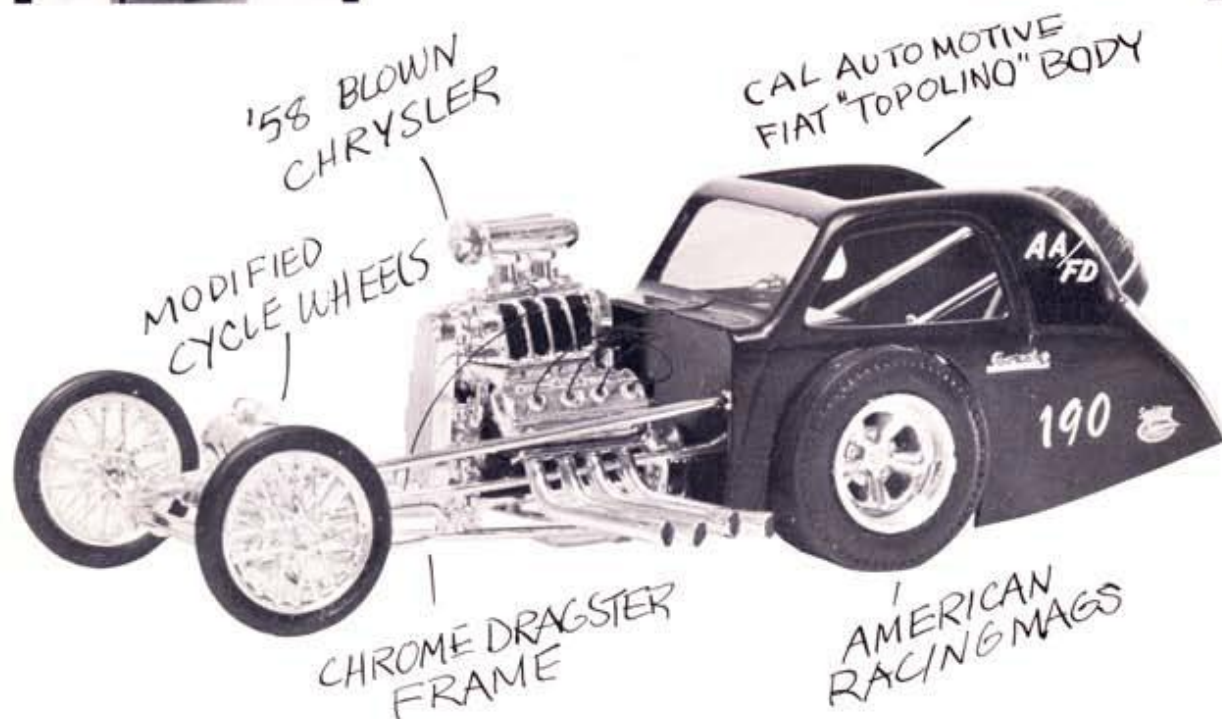




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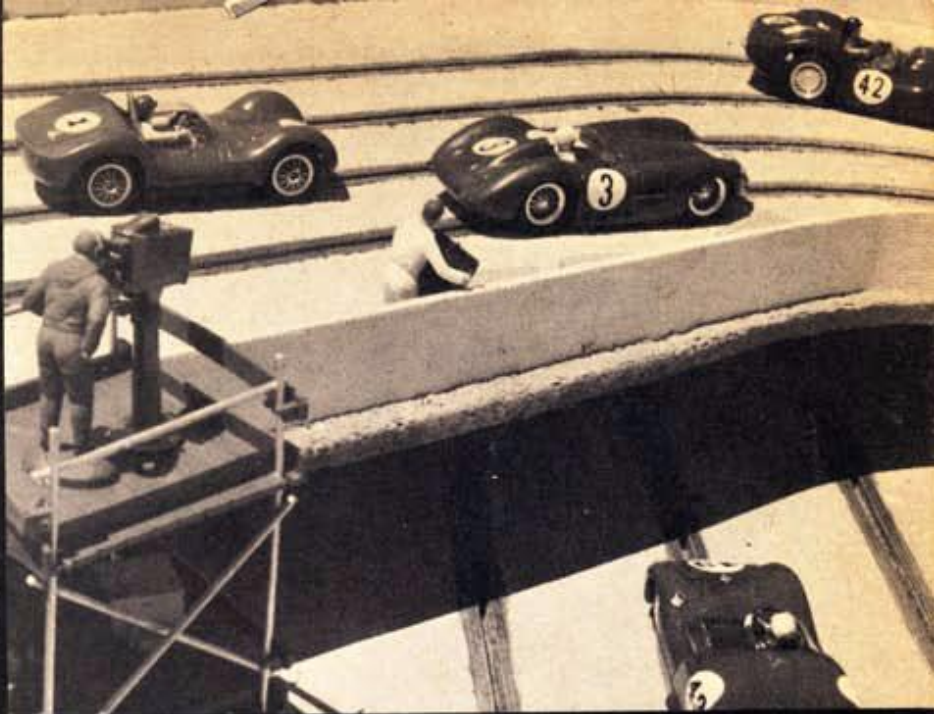
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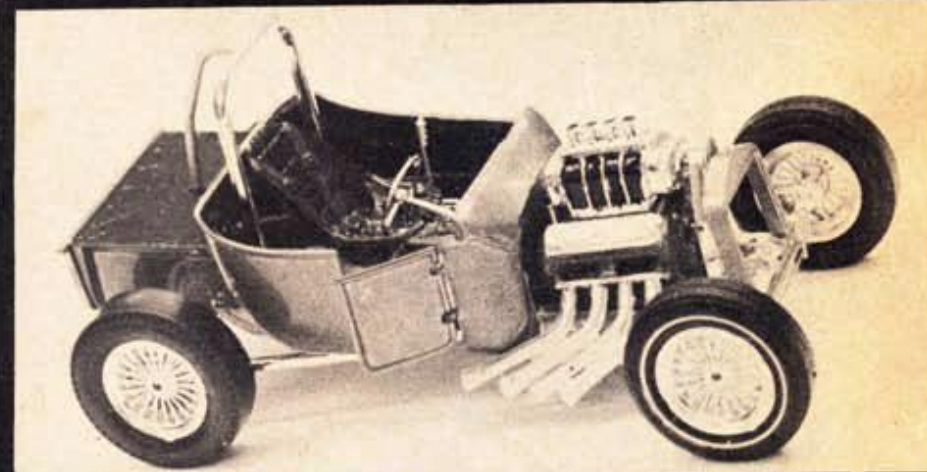
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model car *Science*



The MSC X-1 . . . Final
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THE LITTLE THINGS
IN RACING *page 51*

50¢ SPECIALS
page 52

COVER — That all-star line-up of great customs and rods that shares this month's spotlight gives you a colorful idea of just how advanced today's model car building has become. You'll see more of the same beginning on page 36. The slot racers were caught in action at the LaCrescenta, California Auto Hobbies track.

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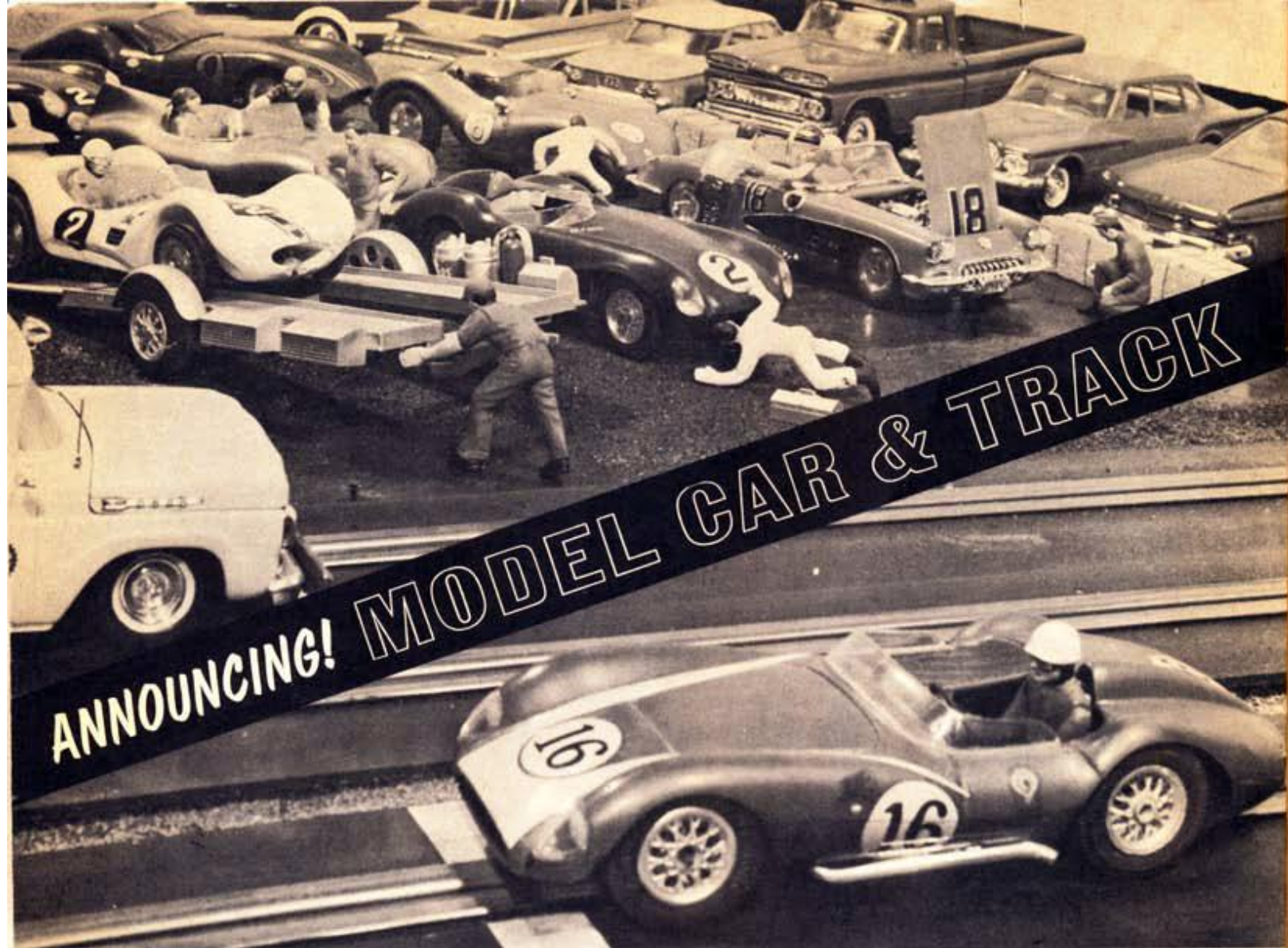
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MODEL MAIL

NEW CALIF. CLUBS

I would like to announce the formation of a new club called "The Sleepers." Our group specializes in slot and drag racing model cars from 1/25 to 1/24th scales.

Mickey Blehm, Pres.
Lodi, Calif.

We of the Road Runners Model Car Club wish to register with you as a national club.

We have ten members, and hold meetings twice a month. First meeting of the month is a discussion meeting, the second is a workshop.

John Glasgow, Pres.
Pasadena, Calif.

HELP WANTED

Recently we formed a model car club. Could you refer us to some information on how to build a track to accommodate AMT racers, and the approximate cost?

Jim Jones, Sec.-Treas.
Ashboro, N.C.

See the April '63 issue of *Model Car Science* for details on how to build a championship road racing course for less than \$20.00.

CONTEST PIX

I am interested in your model car

contest and would like to ask what size pictures you prefer, and how often your magazine will be published?

Morton Molyneux
Alberta, Canada

The Contest Editor prefers 5 x 7 photographs and check your news stand each month now for Model Car Science.

SHORT CIRCUIT RACEWAY

I would like to clarify some points about my "Short Circuit Raceway" featured in MCS. My track is not "the club track," but one of seven individually owned tracks belonging to Motor City Raceways members. As the name implies, our club is located in the metropolitan Detroit area. Our members also come from Utica, Dearborn, Livonia, St. Clair Shores, Mt. Clemens, Wayne, and Oak Park. Pete Hogenbuch, Pres.

Motor City Model Raceways

MIDWEST ASSOCIATION

The Midwest is starting to move in slot racing. West Coast efforts to set up a national governing organization for slot racing have all failed. The Midwest feels it is being purposely ignored by the West. I travel all over and meet with hobbyists in Cleveland, Detroit, Milwaukee, St. Louis, Rockford, etc. They are

all discouraged with the West Coast and its method of approaching slot racing. Our growth may be slow, but it is solid, and the enthusiasts travel hundreds of miles for the different meets. We have become so discouraged with Western efforts at organization that we are setting up an association of Midwest clubs to govern racing activities in this area. It would sure be wonderful if your magazine would provide space for a Midwest column to handle the new developments in this area.

Glen A. Seegers
Lombard, Ill.

Our aim is to give all sections of the country an equal voice where significant developments are concerned.

SLOT RACING MATERIALS

I have been trying to build a slot racing track and when I saw your article on page 46 of the April *Model Car Science* magazine, it answered most of my questions. All I need to know now is the kind of material to use and the measurements, plus the type of wire for the best conductor.

Bill Britt
New York, N.Y.

The diagram shown in the April MCS would scale out to three inches between slots, require 3 sheets of 4 x 8 particle board on top, and plyscore for underbase. To date the braided contact wires seem best.

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Did YOU Miss our first issues?



APRIL, 1963 — The first issue of MCS contains 60 pages of timeless articles for every model car fan. How to construct a Competition Coupe, custom model interiors, sectioning, painting and much more. Table Top fans will find stories on how to build a track and how to convert models to slot racers.

JUNE, 1963 — The second MCS presents six great full-size rods and tells how to build the models. There are tips on channeling, metal models and step-by-step instructions for a Fiat-bodied dragster. There is a survey of motors for electric racers and a big report on slot drag racing.

AUGUST, 1963 — A big issue packed with easy-to-read reports on customizing powerplants, a survey of seats and part I of the building of the MCS X-1 dream car. Slot racers are still talking about our plans for a hill-climb track and the full instructions on making a full race Ferrari from the Strombecker kit.

Still a few left SEND TODAY

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— APRIL — JUNE — AUGUST

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model car COMMENTS

By Jim Keeler

Model car building and racing is presently the fastest growing hobby in the United States. Many of our readers can probably remember when there were very few car kits, let alone those with the detail we have today. Some of the earliest kits were the Ace and Hudson Miniatures. These kits consisted mainly of wood with directions on how to carve your own model car. With a sharp pocket knife or razor blade, and lots of tedious work, one could build a fairly good model.

One of the first all-plastic model car kits was Revell's Maxwell. At the same time, this kit was produced, in the early Fifties, AMT was making the built-up dealer models that are now collectors items.

Today the model car builder has a wide variety of kits to choose from and many have such detail as crankshafts and pistons in the engine block and opening doors, hoods and trunks.

There are many model builders with new and interesting answers to questions that the beginner might have. This column will serve as a place where model builders, customizers, collectors and racers can ask for information that will help to build better model cars. If you have a question, or have found an answer to an unusual problem, write Jim Keeler — Model Car Comments, c/o MODEL CAR SCIENCE, 171 Barrington Place, Los Angeles 49, California. Be sure to give us your name, age, and address when writing, as other model car fans may want to write to you directly. MCS editors will review all letters for general interest and publish as many answers as space allows. Here are some current problems facing our readers.

"I have been working on model cars for almost one year. I have about \$20.00 worth of tools. However, I have ruined three '40 Ford bodies and two Fiats in an effort to cut out doors and trunks. I would appreciate some information on how to cut open doors without ruining bodies.

GEORGE HODGINS
Niles, Ill.

I recommend purchase of a 45c X-Acto saw. This is the greatest tool for

cutting open doors and trunks, and for sectioning and chopping tops. Take a look at Step #11 of the MCS X-1 article on page 11 to see the X-Acto saw in action.

"I would be very pleased if you could help me with the following questions: (1) What size of tubing would you recommend for exhaust pipes? (2) Is there any way to remove spots and scratches from plastic windshields? (3) Some of the kids in my town would like to start a model car club, and we would like to get some basic information. We enjoy your magazine very much. It's about time someone came out with one for model car builders."

KENNY SWANSON
Clark, South Dakota

First things first, 1/16" brass or aluminum tubing works great. Brass tubing can be heated red hot over a flame to make it bend easily without crinkling, and then it can be chromed or polished. Flare the ends of exhaust pipes with a large nail for a more realistic effect. Spots and scratches can be removed with #600 wet sandpaper, rubbing compound and wax. Watch future issues of Model Car Science for an article on model car clubs.

"Could you tell me if a '55 Chevy kit is being made, and if so, the price?"

DAVID WINEGAR
Church Hill, Tennessee

Monogram's '55 Chevy has been released, and should be at your local hobby shop. Cost is approximately \$1.98.

"I saw a model track on page 58 of the June issue and would like to make it with AMT Turnpike track. Can you tell me how many sections I will need?"

JOSEPH CALIENCHO
Addison, Ill.

Joe, if you've got the money (and space) AMT's got the track! Seriously, you'll probably need about 50 sections at \$2.50 each, and you'll have to make some of the curved sections. If you build the layout, send us some good sharp photos, we'll let our other readers see your handiwork.

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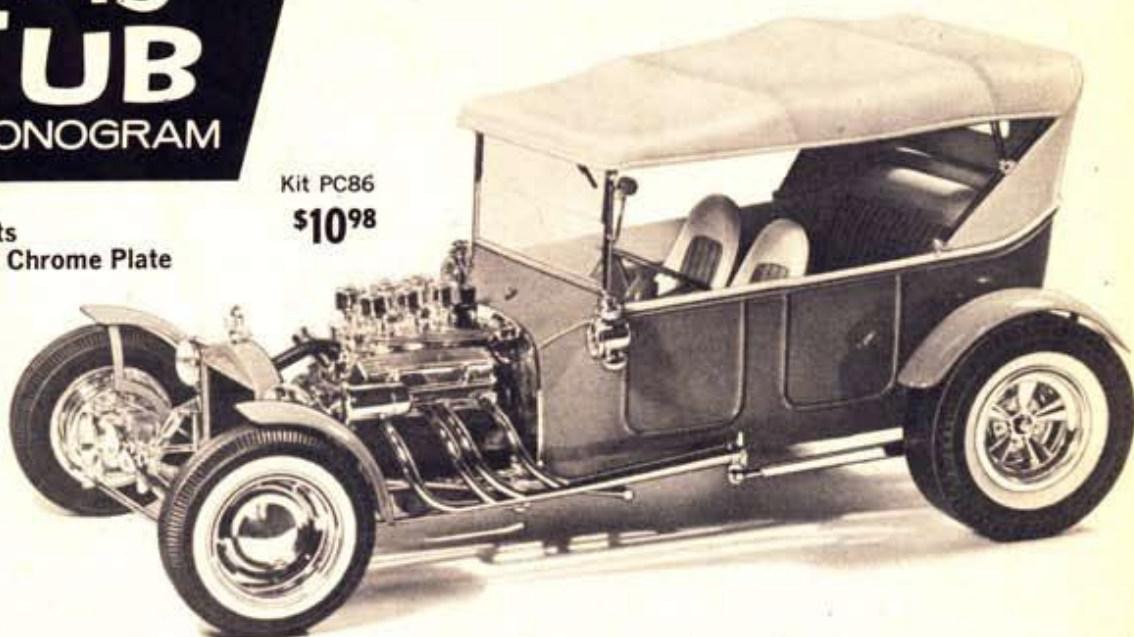


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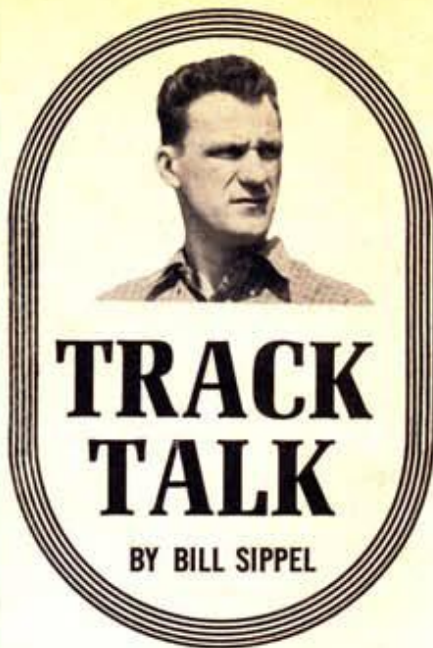


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Table Top TRACK Operators

In coming months, *Model Car Science* will feature a nation-wide directory of table top tracks, their locations and times of races. This is a **FREE** service for our readers . . . there is no charge for this listing. Send news of your track **TODAY** to:

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It is interesting to reflect back on the short history of slot racing in our country and see how rapidly this absorbing hobby has grown. I suppose 1957 could be termed the first year that slot racing, as we know it today, really came into its own. However, the few cars and the even fewer pieces of accessory equipment that were on the store shelves were poorly scaled, without variety, and generally quite inadequate.

Manufacturers gradually realized the slot racing sales potential and began to produce more and better equipment, with the result that more enthusiasts began entering the sport. Now nearly every hobby dealer's shelves are literally crammed with everything imaginable in the way of slot accessories. There is a variety of tracks, an almost limitless selection of bodies, scads of especially compounded tires, wheels, guide shoes, power packs, gear sets, and so forth. Best of all, prices have not increased with the introduction of the improved equipment.

To forecast the future, even more chassis, bodies, complete car kits, and the many other intricate pieces that go into the complete slot racing layout are headed for an anxious and growing

group of slot racing followers. Car body detailing promises to be better, motors will be forthcoming that offer greater power potential than those currently available, and complete car kits will eliminate much of the assembly time now required. In short, this hobby of ours can go in no other direction but straight up.

Speaking of the growth of slot racing, a newly popularized scale is on the upswing; HO — familiar to many readers as the smallest, truly practical railroad scaling. This issue contains a pretty thorough look at HO slot racing, and I heartily recommend that anyone with a yen for table topping, but who bemoans the space required for a sizeable 1/32nd layout, take a close look at this informative article.

Taking a broad look at the model car hobby, it would seem that there are two vastly dissimilar factions involved; slot racing and mantelpiece displays. Actually, no demarcation line can be drawn between the two. There are a great many display-type kits which can be adapted to an electric racing chassis. And by the same token, many of the bodies produced especially for slot fans can be turned into fantastic display cars. No matter which side of this two-faced hobby you're presently on, the other side offers some great bits and pieces in which you might well be interested.

In the limited space that this new, regular monthly column provides, I can scarcely answer all the mail that is directed my way. That must be left for the *Model Mail* feature which also appears in this magazine on a monthly basis. However, I will regularly be using this space to talk in a general way about those things which crop up in our correspondence most often. I'll do my best to air the pros and cons of the various slot racing fraternities, discuss body building procedures, look over new products on the slot racing horizon, or whatever else you, our readers, want to hear discussed. In this way we can solve the dilemmas and answer the queries of many people at one time, so don't be shy. We'll be waiting by our mailbox to hear from you.



the MCS- XI

**SWING-AWAY
OPENING DOORS**

**—
OPERATING
DOOR LATCHES**

**—
HINGED
BUBBLE TOP
SECRETS**

By Jim Warren

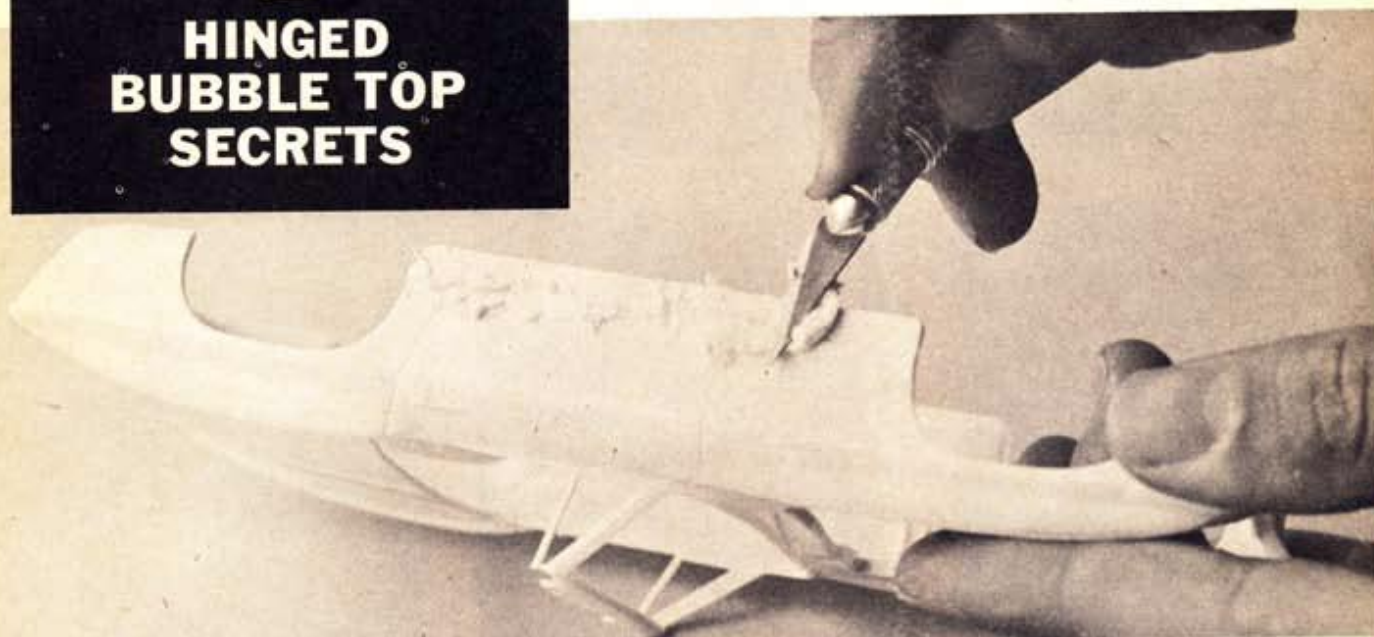
As promised in the August MCS, here are the final steps for building the great X-I dream car. Basics for this exciting model include: AMT's Corvette Sting Ray body; Revell's '63 Corvette Sting Ray engine, and Revell's custom car frame.

Having covered the secrets of working with putty last month, MCS will now probe the areas of: How to make swing-away opening doors; operating door latches and the hinged bubble top.

The next issue of MCS will have detailed, step-by-step instructions for building one of the wildest cars you've ever seen. Don't miss it!

Two putties, above, AMT and Pactra, work extremely well for the dream car, as does Duratite Surface Putty.

Basic tools, right, include drill, knife, assorted files, razor saw, 400 and 600 sandpaper.



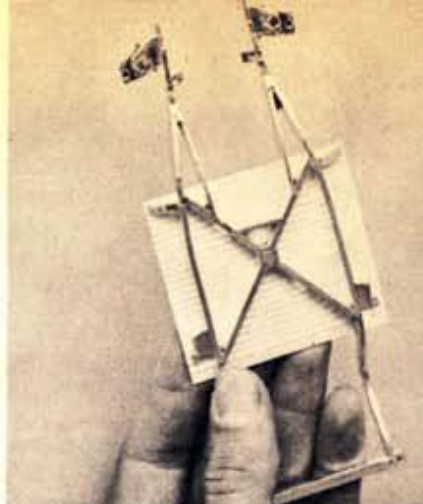
PUTTY IS APPLIED WITH THE X-ACTO KNIFE ON LARGE AREAS TO BE FILLED, SHOULD DRY SIX HOURS BEFORE SANDING.

After the putty is dry and hard, it must be filed to shape, then sanded to desired finish smoothness.

Modeling clay has been used to fill in the area, just prior to painting with AMT's primer coat finish.



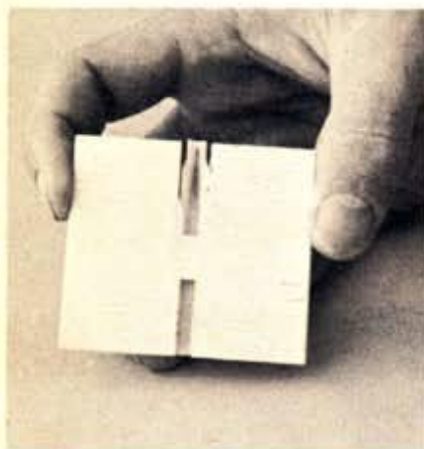
6. Floorboard is cut to fit the Revell Custom Car Frame from tonneau cover of the AMT '63 Ford pickup.
7. Chassis and floorboard are test fitted to the frame.
8. Notches are cut into floorboard to make room for drive shaft and rear mounted transmission.
9. Center console from Revell's interior parts kit is mounted on top of floorboard. Note how console is mounted backwards.
10. Swing away doors are easy to install on almost any model. All you need is a small drill, an X-Acto saw, a pair of pliers and a couple of paper clips.



6



7



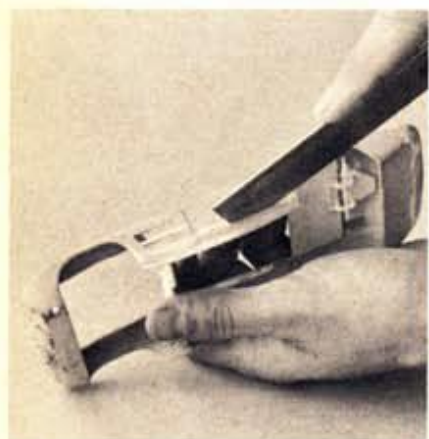
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13

11. After cutting door open with X-Acto knife, drill two holes equal distant apart about $\frac{1}{4}$ inch inside door line.

12. Here are the two holes.

- 13 & 14. Cut a short piece (1") of paper clip and bend it into the shape shown here. Make two of these pieces for the hinges.

15. Here is how the hinges look when mounted on body.



14

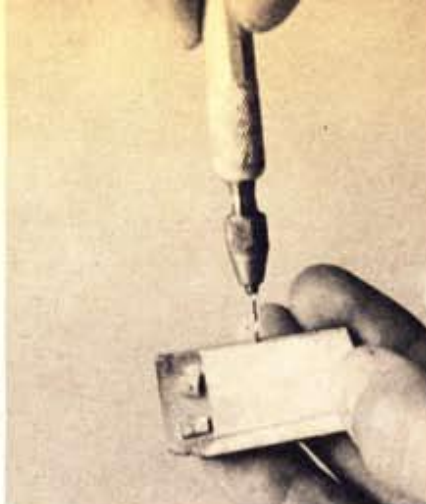


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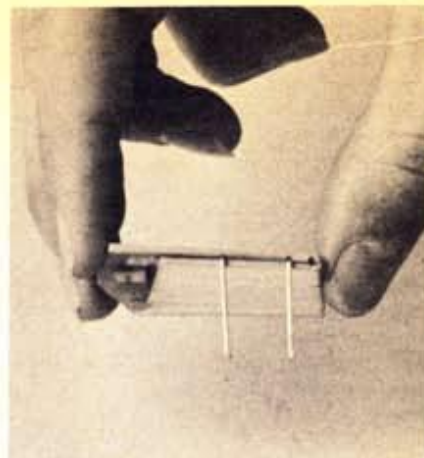
16 & 17. Drill two holes in bottom edge of door so wire hinges fit as shown here.

18. Door can now be fitted to the body. Use a contact cement such as Wilhold Contax to hold hinges in place.

19 & 20. To help you score in that important contest, doors should operate easily.



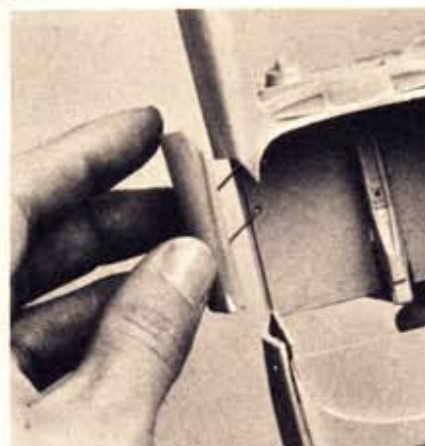
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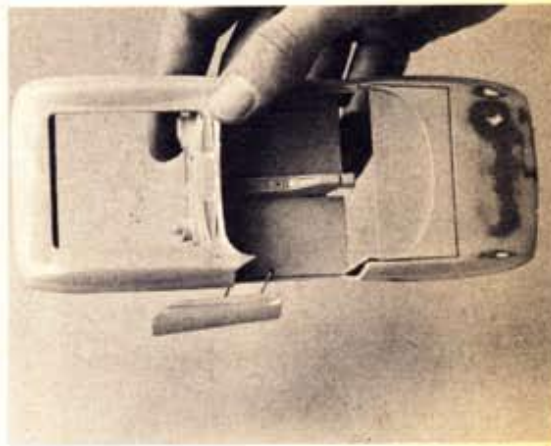
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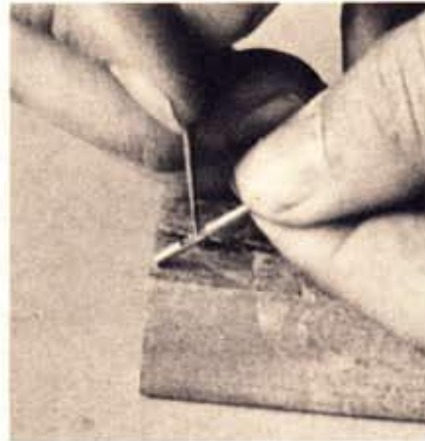
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20



21



22



24

21. Door latches are fairly easy to do if you take your time. For one door you will need 1" of 1/16" diameter brass tubing, one hat pin or straight pin, a flat file and an X-Acto saw. Next, file an opening in tubing as shown.

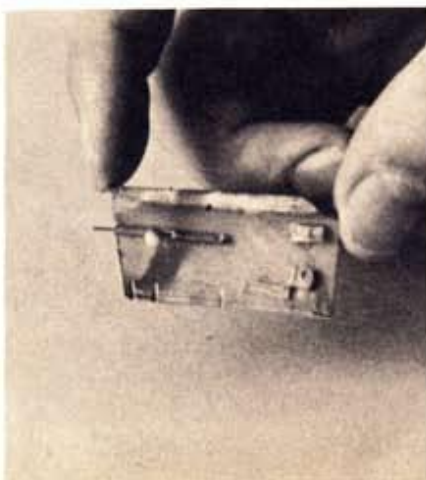
22. Clean out hole with a pin or small pointed file.

23. Bend hat pin into this shape.

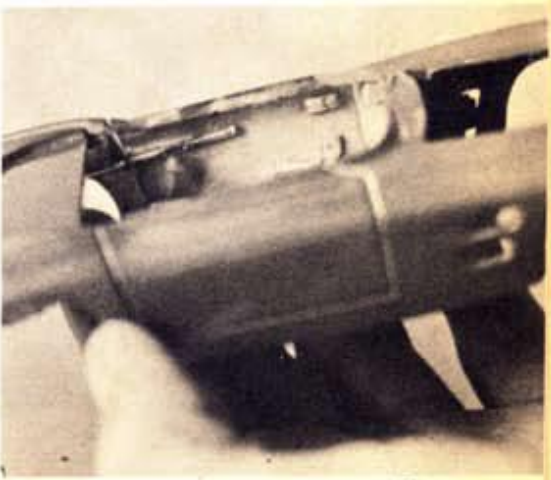
24. Insert hat pin into tubing, and make sure it slides back and forth easily.

25. Cement tubing and latch to door as shown, then cement a 1/4" length of tubing to car body so pin can slide into it.

26. Here is the finished door latch before interior is installed.



25



26

27. The MCS X-I will be equipped with a hinged bubble top. First step: open an area just behind passenger compartment as shown here.

28. Install door hinge and retainer from Revell's '57 Chevy kit on inside of body.

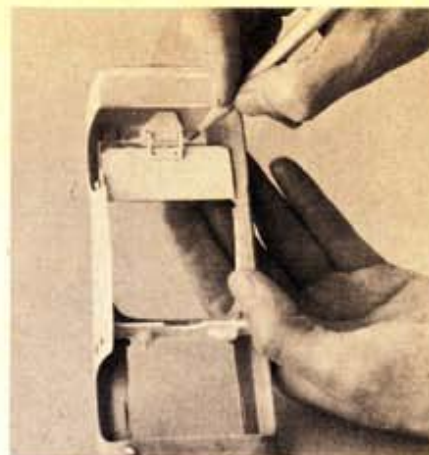
29 & 30. Hinged lid is now ready for installation of bubble top from Revell's C-1151 kit.

31. Door panels from Revell's Custom Car interior parts kit are cut to fit.

32. Door panel installation makes upholstery application easier.



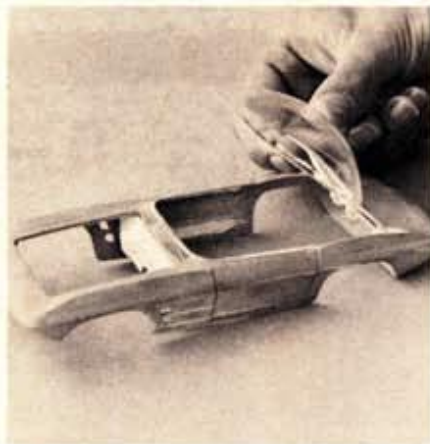
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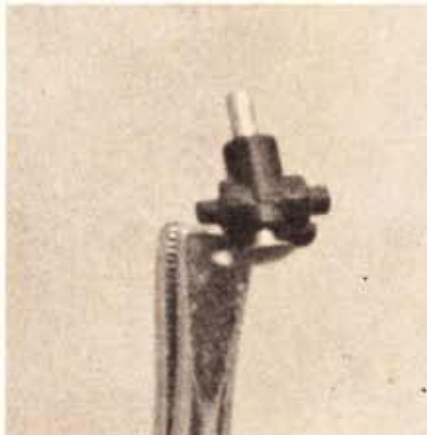
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34



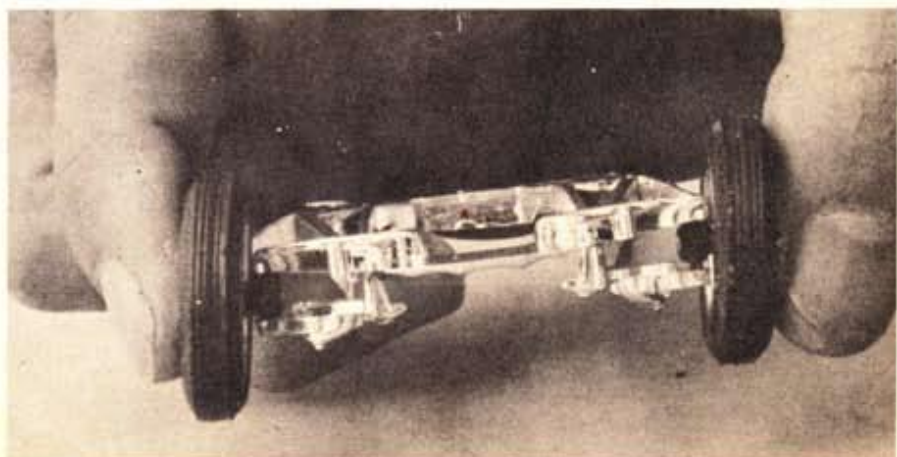
35

33. Working steering can be installed on Revell's Custom Car Frame by using metal front axles, spindles and tie rod from their '57 Chevy kit. First file spindles down to fit holes in A-frame.

34. With metal axle installed, parts should have proportion shown here.

35. This metal axle is installed in wire wheels from Revell's Custom Car Wheel kit. You may use any wheel you choose.

36. Front view of frame with front wheels installed.



36

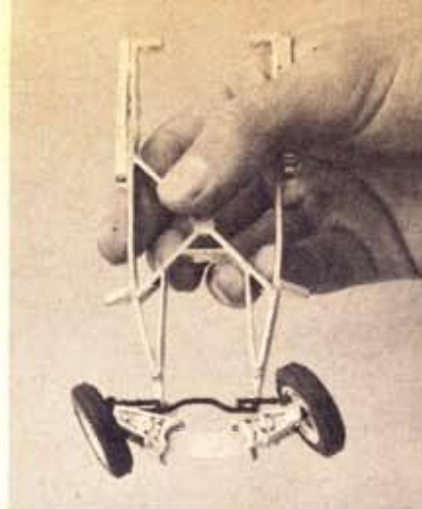
37. With metal axles installed, this assembly will be a lot stronger and will look great on the MCS X-1.

38. Chromed rear end assembly is made from Revell's Outlaw kit, transmission is from their Buick Engine kit.

39. Metal axle is installed for strong support of wheels.

40. Here's how the trans-axle looks installed.

41. Apply upholstery and bucket seats to finish off interior. The MCS X-1 is designed to be steered, braked and accelerated with a single control stick mounted in the center console.



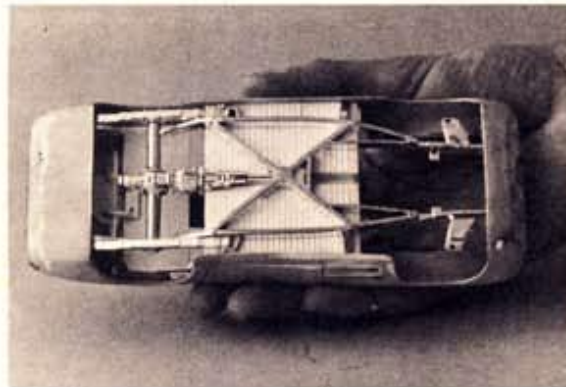
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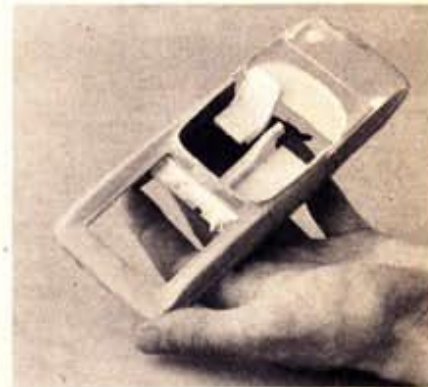
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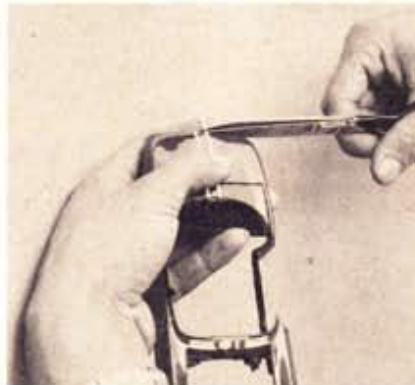
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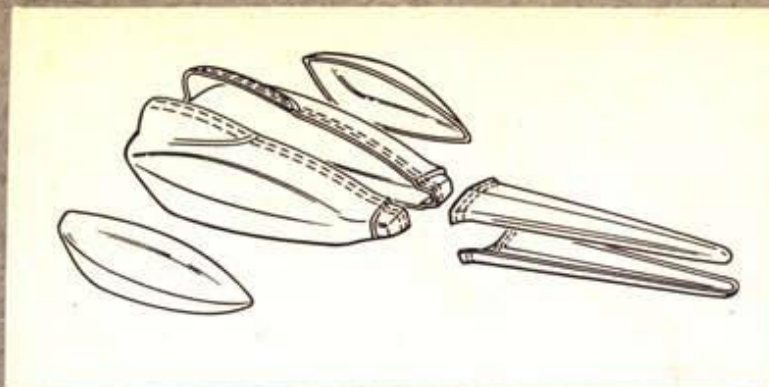


44

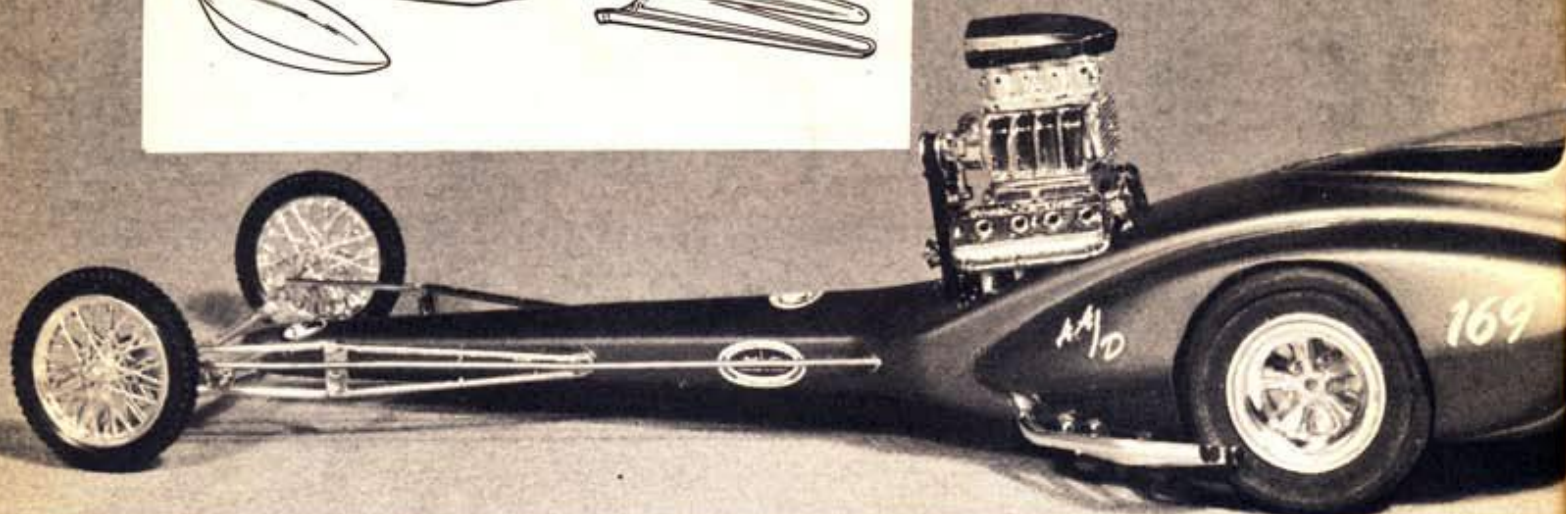
42 & 43. Apply striping tape carefully to body and trim with scissors. Install the engine of your choice and assemble sub-assemblies to complete the car.

44. An Ulrich 1/25 scale instant man will add realism to your model if it is carefully assembled and painted.





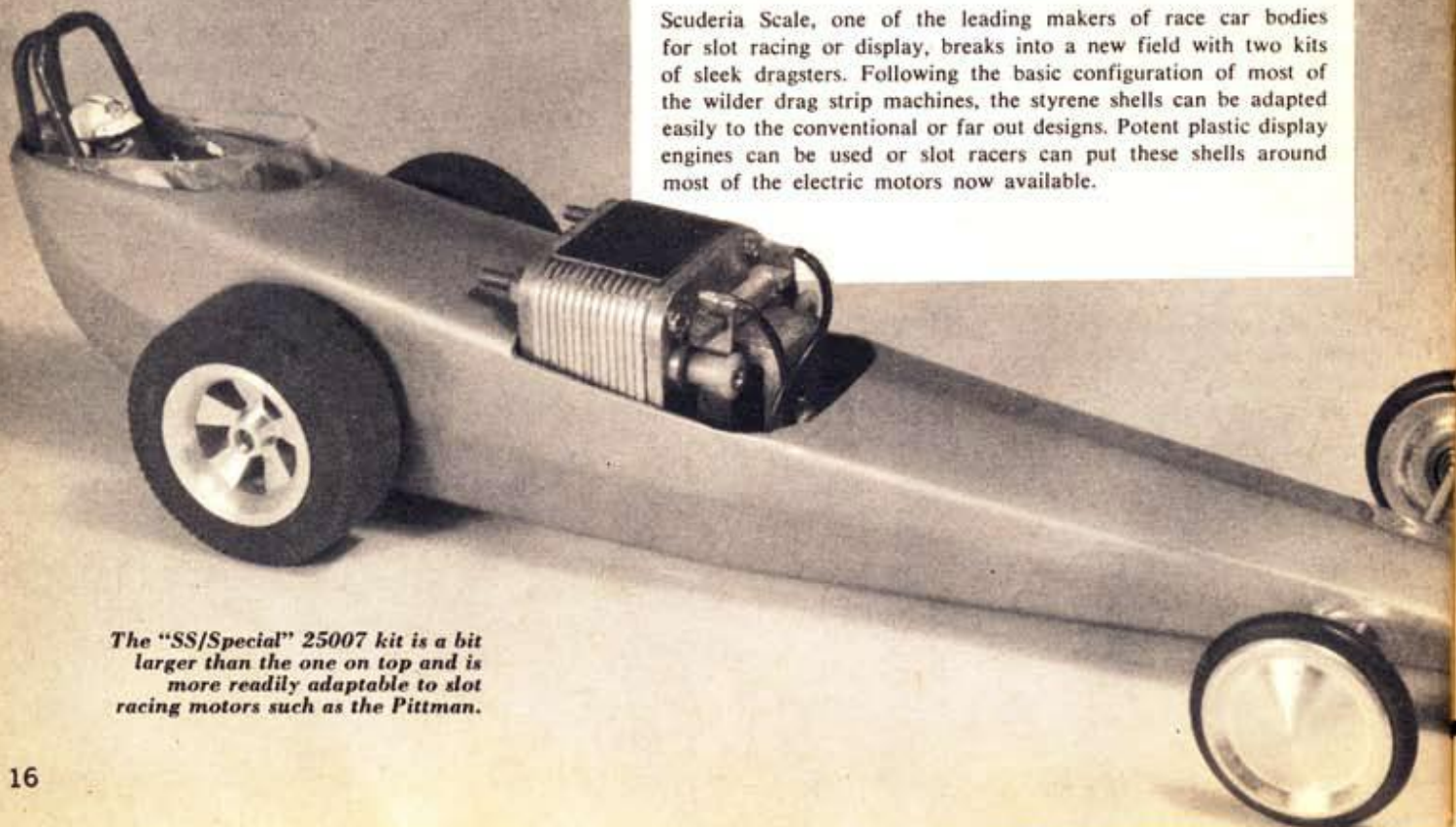
Body kits come in sections to be cut from sheet styrene. Assembly is easy. Dotted lines show how the widths can be varied by simple cutting. Assembled display version below is of the "Mean-Many-Mini" kit.



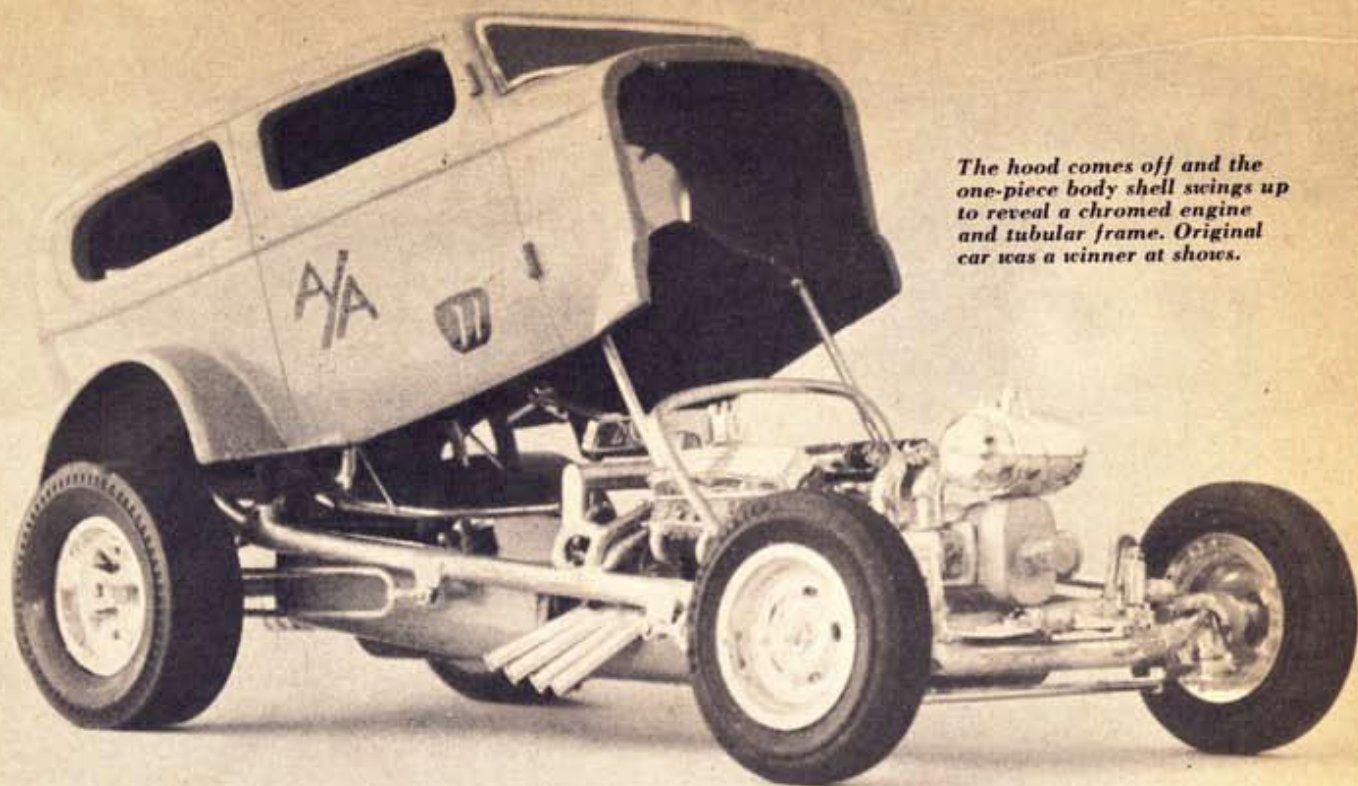
FIRST REPORTS —

DRA GSTERS

Scuderia Scale, one of the leading makers of race car bodies for slot racing or display, breaks into a new field with two kits of sleek dragsters. Following the basic configuration of most of the wilder drag strip machines, the styrene shells can be adapted easily to the conventional or far out designs. Potent plastic display engines can be used or slot racers can put these shells around most of the electric motors now available.



The "SS/Special" 25007 kit is a bit larger than the one on top and is more readily adaptable to slot racing motors such as the Pittman.

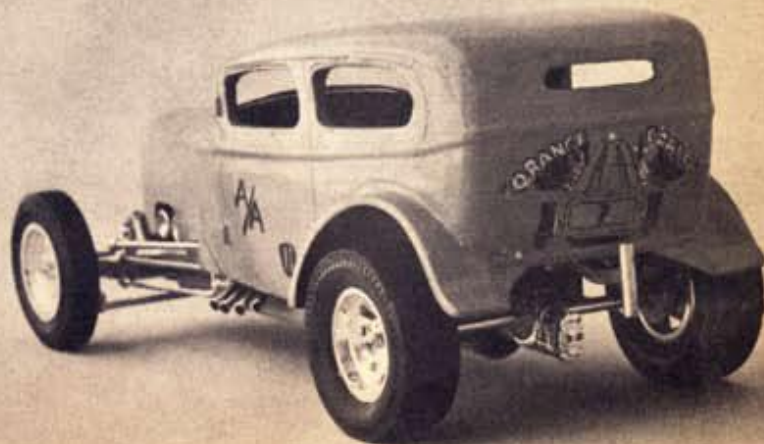
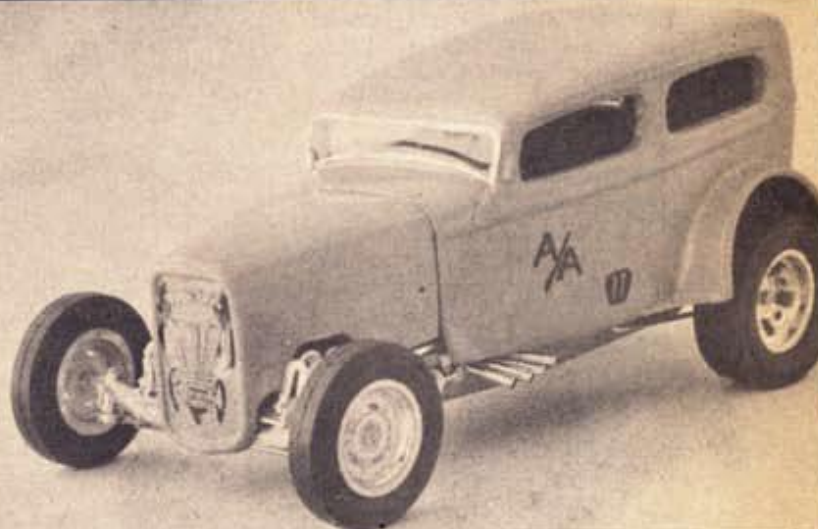


The hood comes off and the one-piece body shell swings up to reveal a chromed engine and tubular frame. Original car was a winner at shows.

BIG NEWS in CAR KITS

THE ORANGE CRATE

Revell's Speed and Show authentics series is about to be joined by a great reproduction of one of the most spectacular show rods ever displayed. Bob Tindle's "Orange Crate" version of the '32 Ford sedan has excited show goers from coast to coast. The big attraction is a body shell that is hinged to lift above the chassis and suspension. The model is just as showy and its chromed chassis and blown Olds engine are a sight to behold.



FIRST REPORTS

Joining the new wild and weird rage sweeping the country, Revell will soon offer "Mr. Gasser" created by Ed Roth. Monstrous features include:

- Metal axles, both front and rear
- Blown Chevy engine
- Roth eyeball decals
- Self standing monster
- Special customizing ideas by Ed Roth

This slap-happy creation will come alive with the customized "eyeball" decals in each kit. Monster can be used alone or with any car model.

Ed "Big Daddy" Roth, head car Monster Maker of the Sweatshirt set, has created a happy monster that sports customized eyeballs.



MR. GASSER

Designed for monster fans and car buffs, Revell's "Mr. Gasser" kits contain a limited number of parts and are very easy to assemble.

the HOWS and WHYS of CEMENT

There are many types of cement that can be used by the model car builder to assemble his creations. Most popular is the tube cement manufactured by Ambroid, Pactra, and Revell. These cements are for most general assembly jobs of plastic parts, and work best when the cement is applied sparingly and given sufficient time to dry.

the proper techniques can make the difference

Cements available, at hobby shops, dime stores and hardware stores include Revell Type S, Pactra Plastic Model C-ment, Ambroid cement, Bond all purpose cement, Testors cement for plastics, Pactras C-ment, and Wilhold cement.

Two brands of liquid plastic: Pactra's "C-Ment" and Testors Cement for Plastics, work well for the more experienced builder. These cements should be applied sparingly with a small brush to both parts to be assembled. Like tube cement, liquid cement will not adhere to "chromed" parts, so be sure and remove "chrome" with a small knife or file before applying cement.

The "Miracle" Epoxy cement, Wilhold "Contax" and Bond all purpose cements are especially good for applying upholstery to seats, or for bonding parts together.

Best way to apply tube cement is to squeeze some onto a piece of paper or wood, and use a toothpick or sharp pencil to apply to the parts.

When working on upholstery, apply cement to both the seats and the back of your chosen material, then stick the parts together.

Be careful not to get cement on your clothes as it is very hard to clean.

By using plastic cement correctly, you will be rewarded with an even neater and better built model car.



Liquid plastic cements should be used with a small brush and applied with care to insure neatness. Ample drying time should be allowed.



Regular tube cement can sometimes be applied with a brush, however a toothpick or sharp pencil will also work well.

All chrome parts to be cemented should be carefully scraped or filed at the joint. This will assure a strong bond.



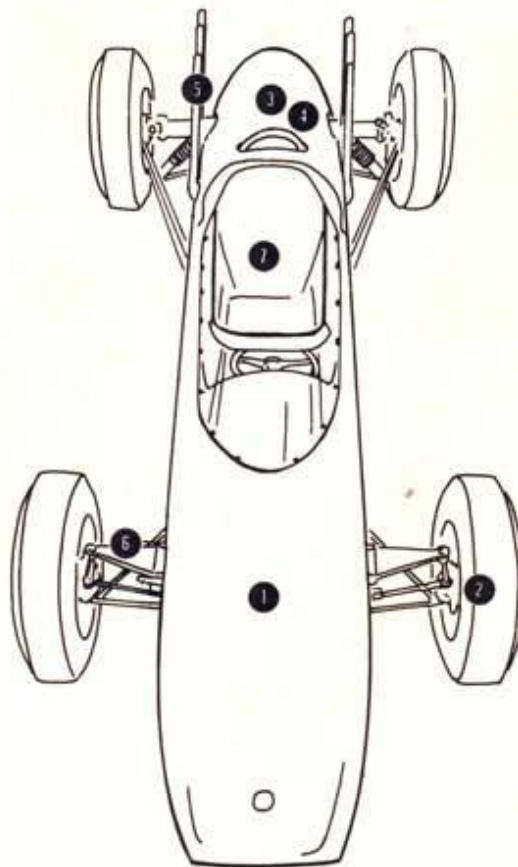
Bond All Purpose and Wilhold Contax cement are great for attaching upholstery material such as cloth or leather to plastic.



GREAT CUSTOMS ... AND HOW TO

INDY LOTUS-FORD

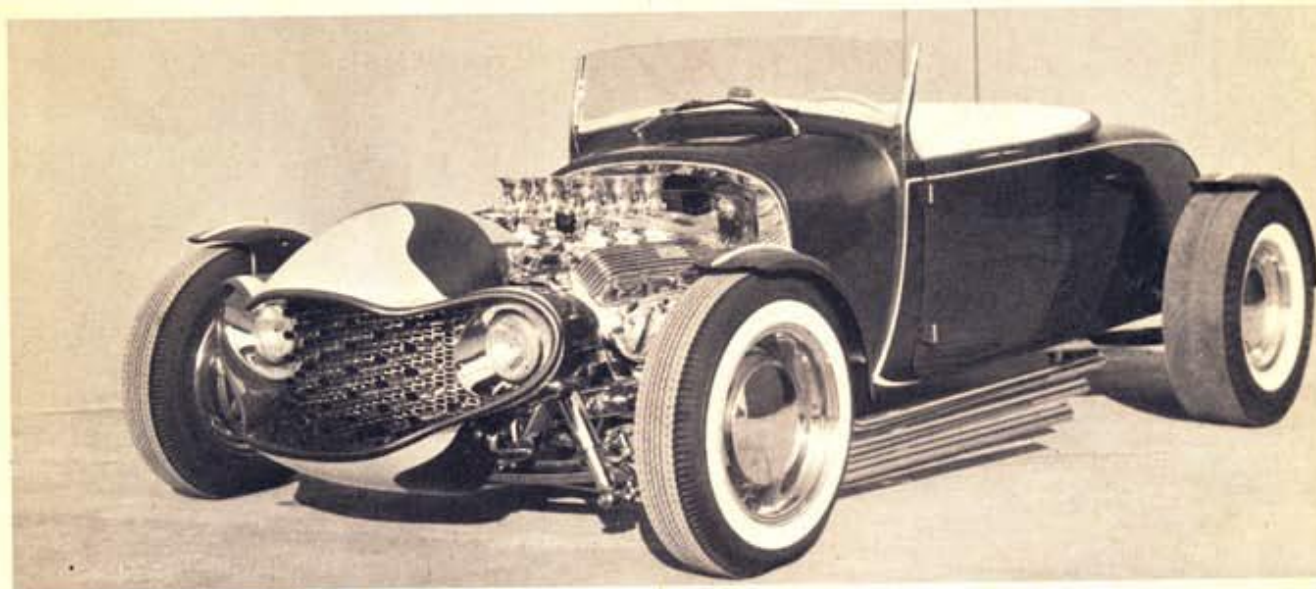
It goes without saying that the Indy Lotus-Ford is a great car. Coping a second at the grinding 500 mile classic is a rare fete, indeed. The sleek roadster will make a handsome addition to any modeler's collection of outstanding machinery. Though there are yet no kits for the car, it is simple enough to build using bits and pieces from existing kits. A full rundown of the parts involved are listed below. As with any model utilizing parts not specifically designed to go together, a lot of trial fitting and plastic trimming is in order — but nothing so complicated that our many novice builders should be frightened away. Construction time shouldn't run much over four hours. Ready, here we go:



1. BODY from the Revell Lotus car
 2. WHEELS & TIRES from Revell's "Big & Little" roadster tires set
 3. ENGINE is from AMT's Ford Fairlane kit
 4. CARBURETOR'S (8 of 'em!) can be either Aurora's or Revell's XKE Jaguar
 5. HEADERS used come from the Revell Buick engine set
 6. FRONT & REAR SUSPENSION was built up from spare plastic scrap
 7. SEAT from the Revell interior parts kit
- PAINT on the Indy car was British Racing Green with white lettering and trim
ACTUAL painting scheme can be gotten from the current Ford ads

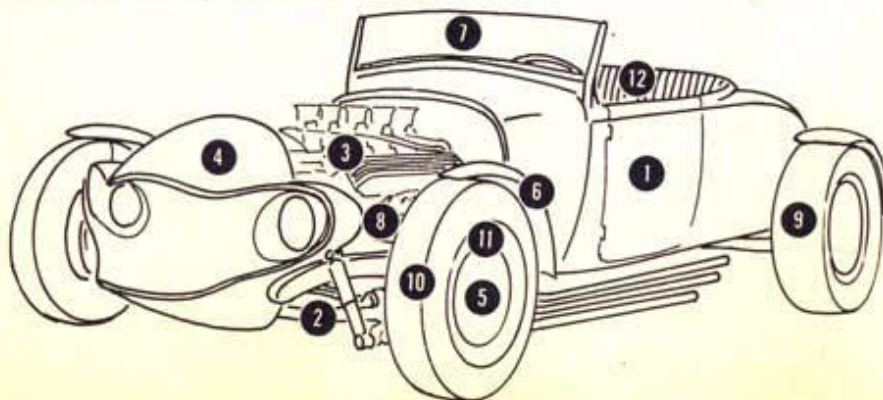
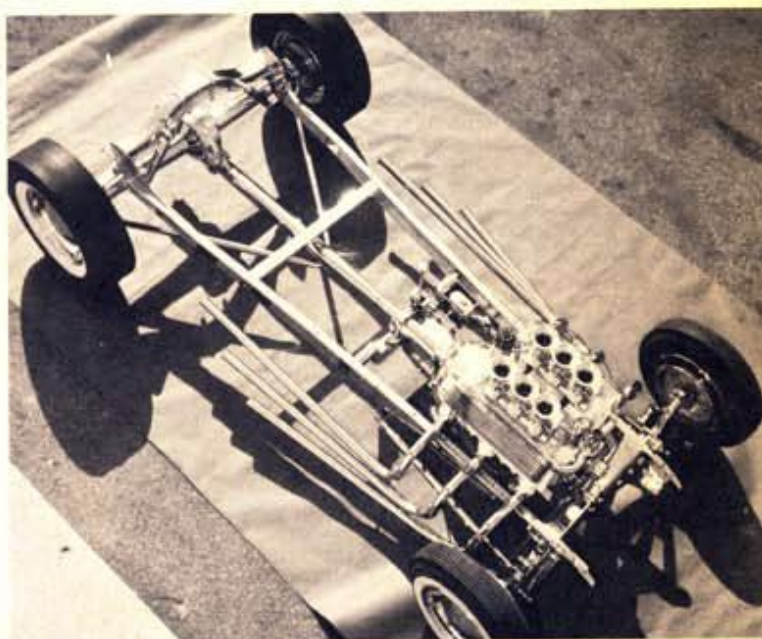


and HOT RODS BUILD THE MODELS



The **EMPEROR**

Hot rodder Charles Kirkorian's classic street roadster "Emperor" has been named World's Most Beautiful Roadster (in 1960), then in '63 it walked off with the Grand National Roadster Sweepstakes award. Basically a channeled '29 Model A, modifications almost defy description, yet an exact miniaturization can be constructed without too great a difficulty. The grille shell, one of the full size car's more noteworthy attributes, must be scratch-built as no available model kit yet has anything sufficiently close to it. By studying the photograph and the drawing, however, the shell can be duplicated by using surplus plastic sheet either heated and molded to shape, building it to rough configuration out of putty, then filing, or carving a small block of balsa wood. Care in painting will make or break the model, for the original sports thirty coats of candy pearl tangerine with an undercoat of white pearl. A pearl scallop flares aft from the wide-mouthed grille shell, so careful taping over the primary color will be necessary before the lighter hue can be sprayed. All in all, the great Emperor will make a valuable addition to your shelf.



1. BODY from AMT's '29 Ford Roadster kit
2. FRAME & RUNNING GEAR is AMT's '29 kit or Revell's '23 T frame set, or roadster chassis speed equipment kit
3. ENGINE is Revell's Cadillac V8 engine kit
4. GRILLE SHELL is scratch-built (see story above)
5. HUB CAPS are taken from the AMT '49 Mercury kit
6. FENDERS are AMT's from the '29 Ford kit
7. WINDSHIELD is AMT's from the '29 Ford kit
8. HEADERS are taken from Revell's "Outlaw" kit
9. REAR TIRES are either AMT or Revell Drag slicks
10. FRONT TIRES are from the Revell "Big & Little" Roadster Tires & Wheel kit
11. WHEELS are taken from the same set as number 10
12. INTERIOR bucket seats come from Revell's '32 Bantam Roadster Body kit

GREAT CUSTOMS and HOT RODS ... and how to build the models

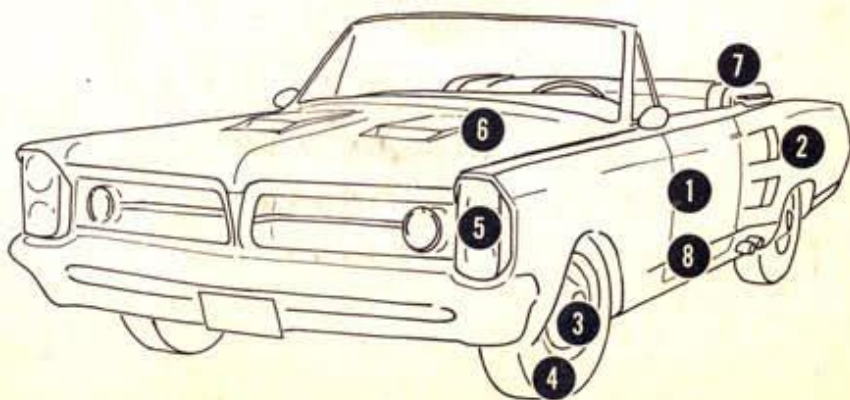


PONTIAC X-400

Dream cars from the Detroit manufacturers' styling studios are not new, but what passes as a genuine customized car is something else again. Usually, dream cars are built entirely from scratch using no components from existing production cars. But in the case of this X-400 — originally a '63 Pontiac — a production car actually underwent the same kind of face-lifting that the neighborhood custom shop might do. Very few kits are involved in assembling this wild

convertible, so this will qualify as the simplest and least expensive car to build that we have featured on these pages. However, lots of care and forethought should precede each assembly kit so that your finished model will turn out as well executed as the Pontiac Styling Studio's full-size example. The only part not available in a kit is the top boot which covers the ragtop when its folded down. A plastic sheet, heated and formed to shape, can be whipped up in short order.

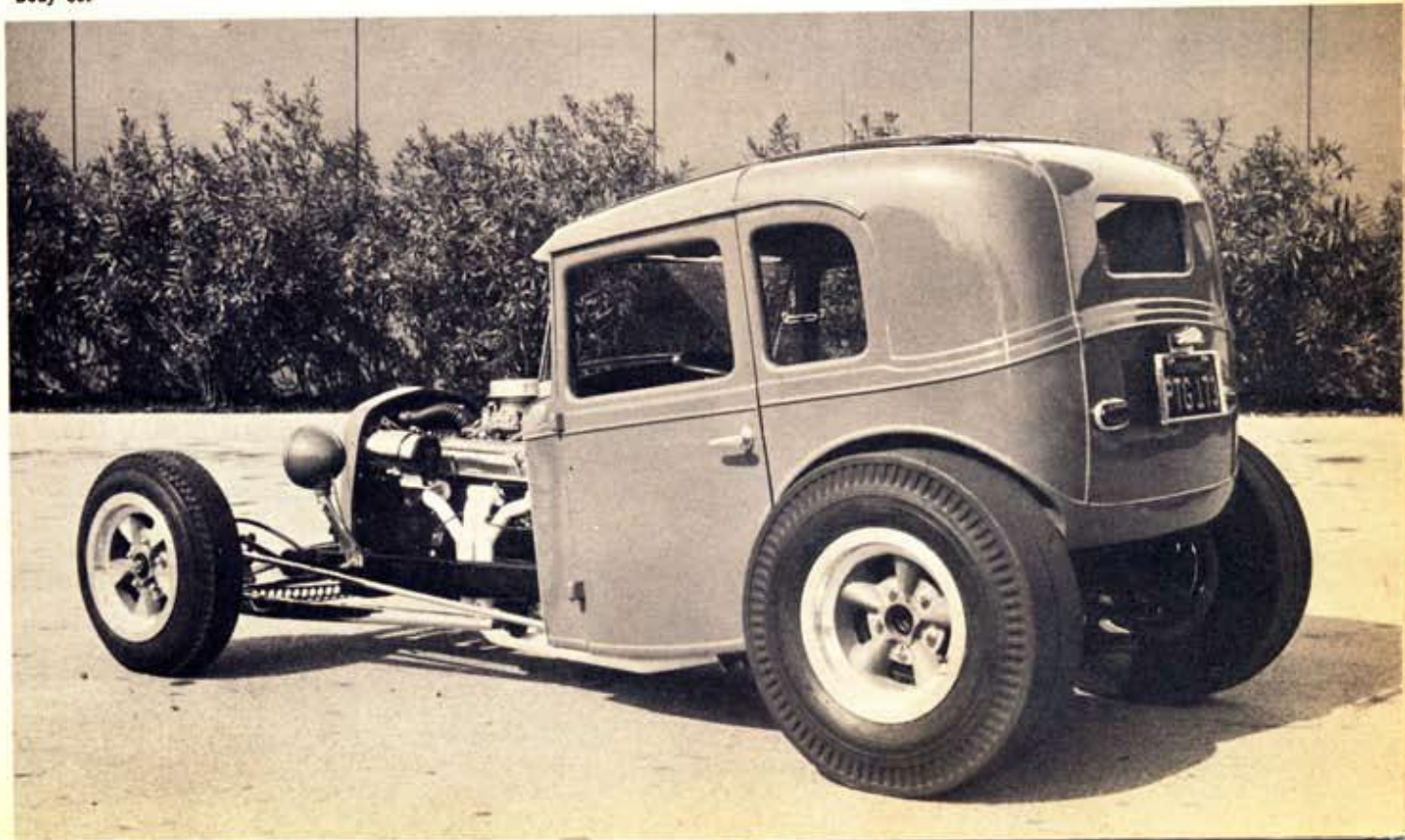
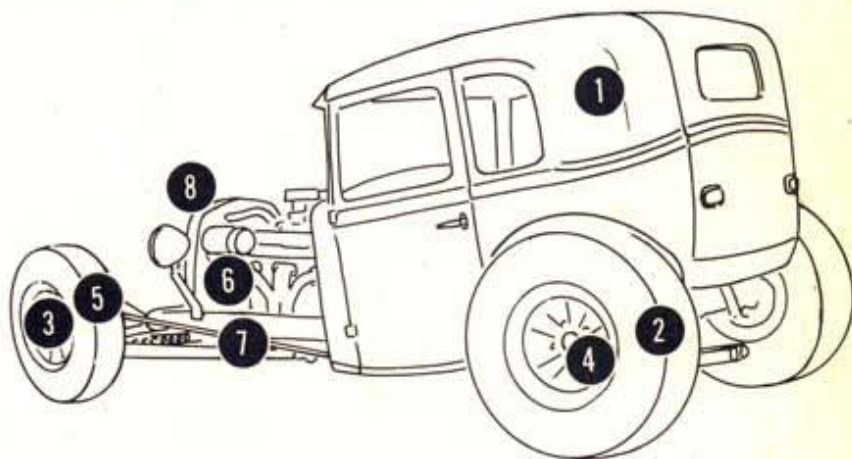
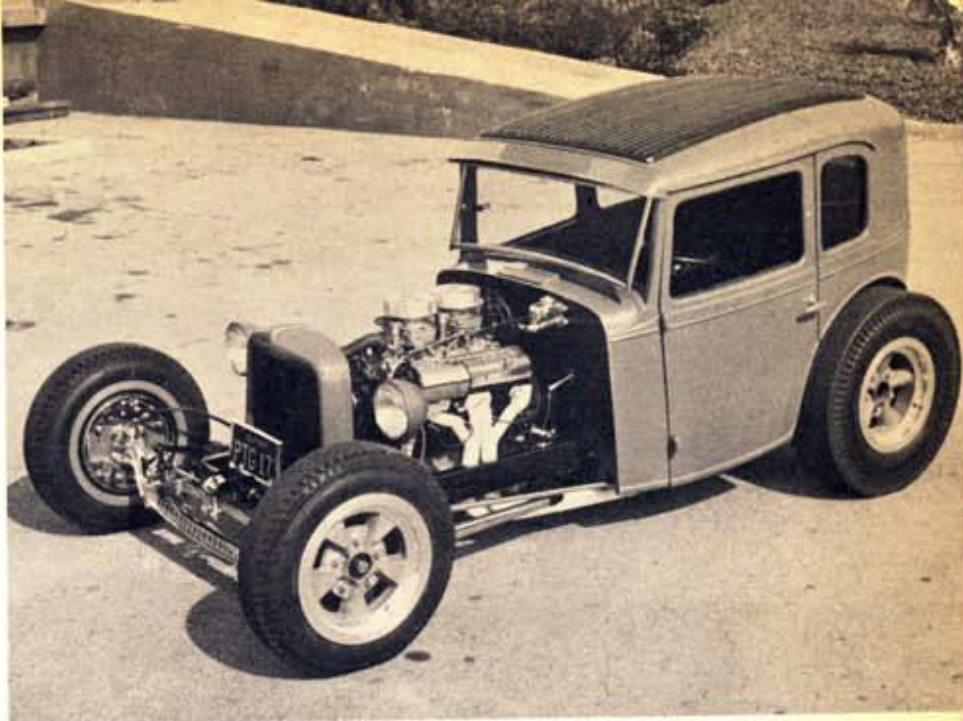
1. BODY is an AMT '63 Pontiac
2. REAR VENTS are cut and filed into body sides
3. WHEELS come in the AMT '63 Pontiac kit
4. TIRES are Revell's U.S. Royals with thin yellow-walls painted on.
5. HEADLIGHT COVERS come from AMT '63 Tempest kit
6. HOOD SCOOPS are in the AMT '63 Corvette kit
7. CONVERTIBLE TOP BOOT must be handmade
8. CHROME PANELS are merely chrome tape from Revell's upholstery kit.
9. ENGINE is Revell's supercharged Pontiac V8. COLOR is bright yellow; Testor's yellow spray paint is the nearest to the shade used on the actual car



BANTAM BOMB

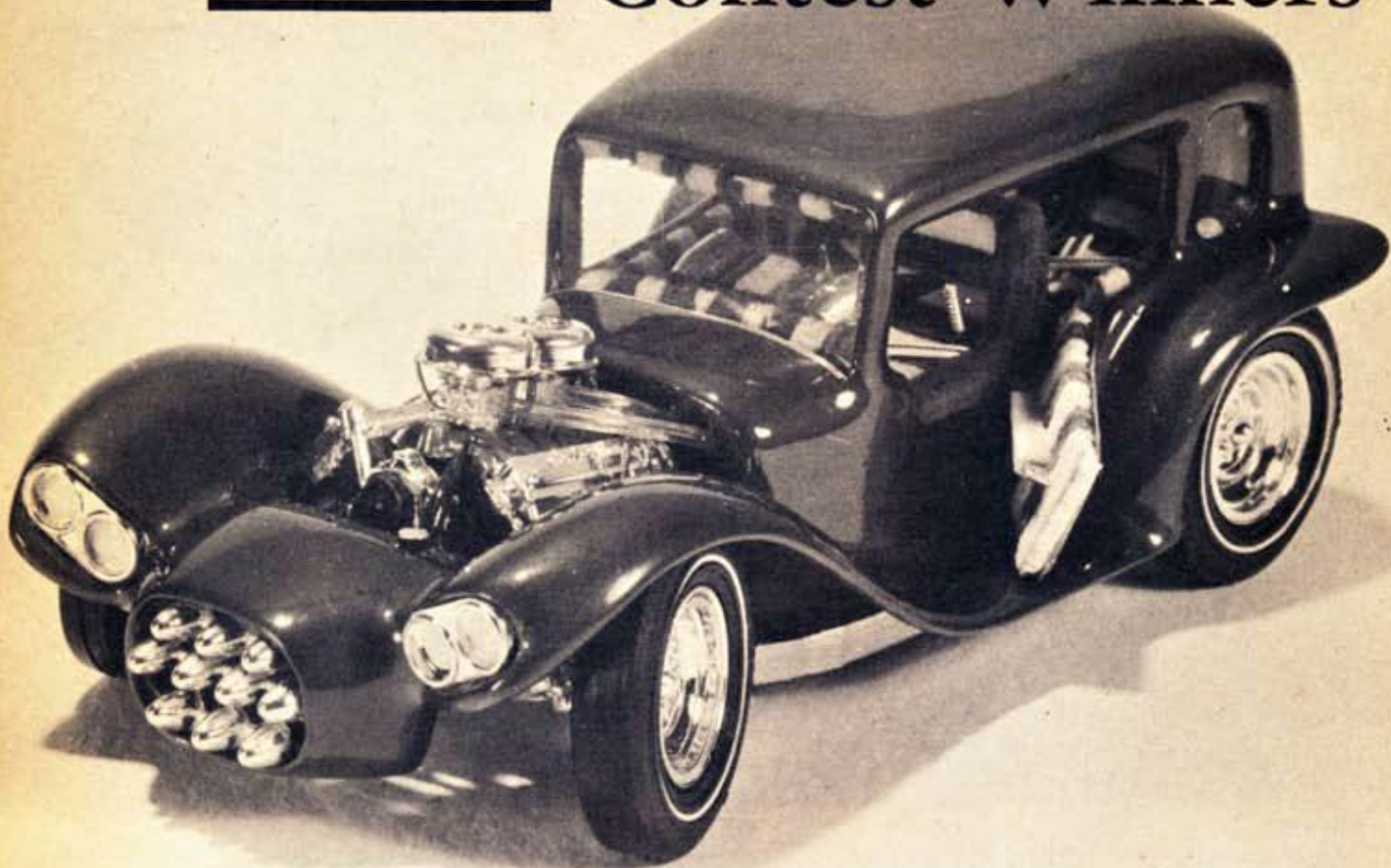
From a Model A Ford comes the frame that provides the underpinnings for Marv Ginter's fabulous rod. But the body is something else — a rare '33 Bantam which has been channeled over the chassis. An eyecatcher in real life, a model of this compact rod should find a place of honor on your mantelpiece. Luckily, you need to fabricate nothing to build a replica of this car, for all the parts used in its duplication exist in one of the kits noted below. To help you along a little; although the fullsize Bantam body has been channeled over the frame, the wee version is used just as it comes in the Monogram "Sizzler" Dragster kit — unsectioned and unchanneled, too. The color can be left to the modeler, but the original machine sports a glamorous tangerine-red lacquer that really shines.

1. BODY from Monogram's "Sizzler" Dragster kit
2. DRAG SLICKS are also from Monogram's "Sizzler"
3. FRONT MAG WHEELS are from the "Sizzler," too
4. REAR MAG WHEELS — the "Sizzler," again
5. TIRES are from Revell's "Tweedy Pie"
6. ENGINE is a Chevy V8 from Monogram's '55 Chev kit
7. FRAME & RUNNING GEAR are all from Monogram's Model A kit
8. GRILLE SHELL is a Revell unit from the '32 Bantam Body set



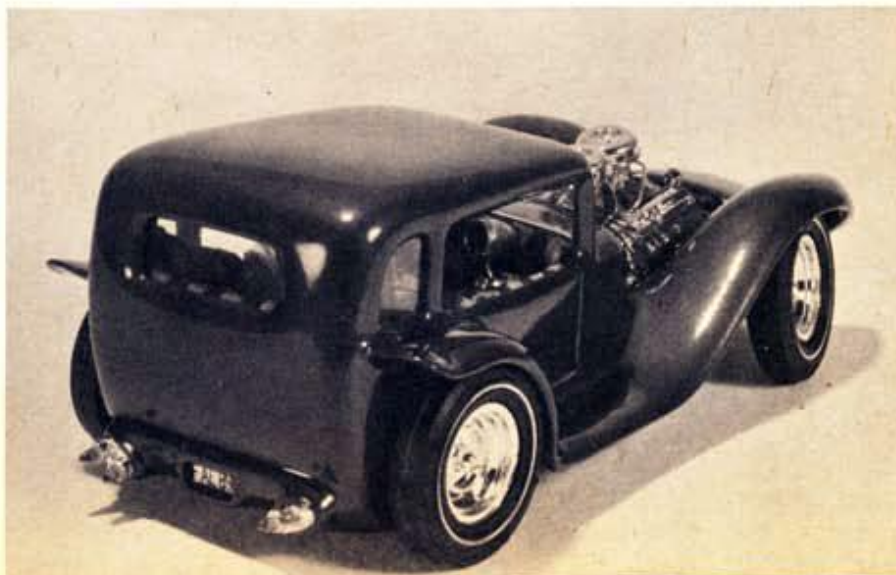
MCS

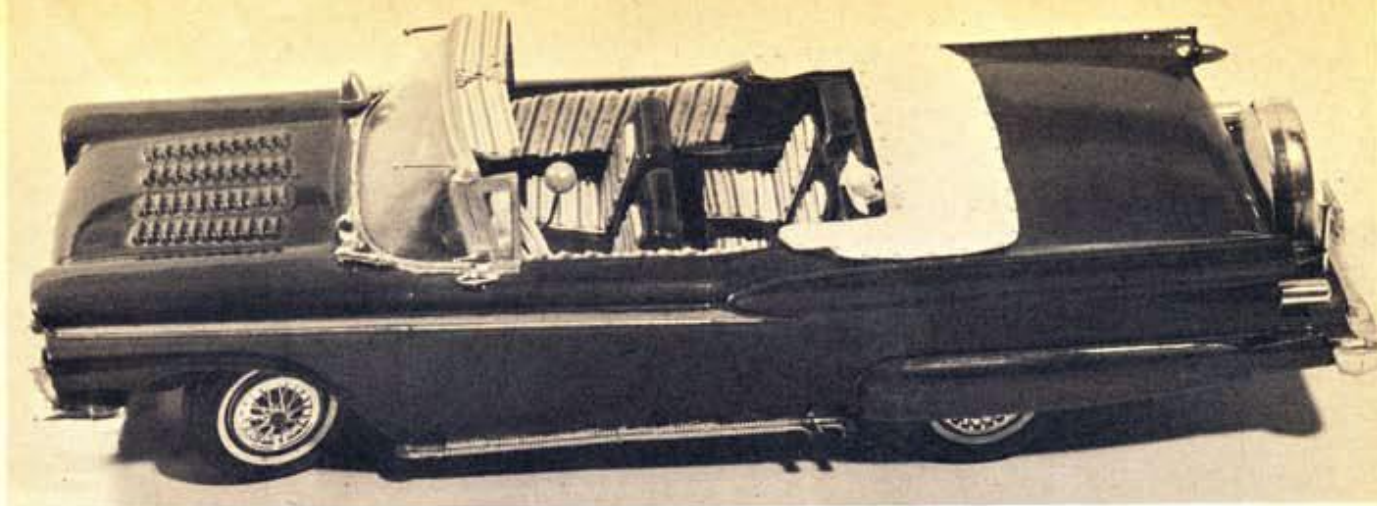
Contest Winners



Great Prize-Taking

Wayne King, of Tulsa, Oklahoma, combined two AMT '32 Ford coupes to come up with this month's top award winning sort-of-sedan model. Once the two bodies were combined into a single stretch-out, he sectioned the result and added flaired rear fenders which flow forward to terminate in quad lights. Red and white corduroy grace the interior which is revealed by opening doors now hinged from front.



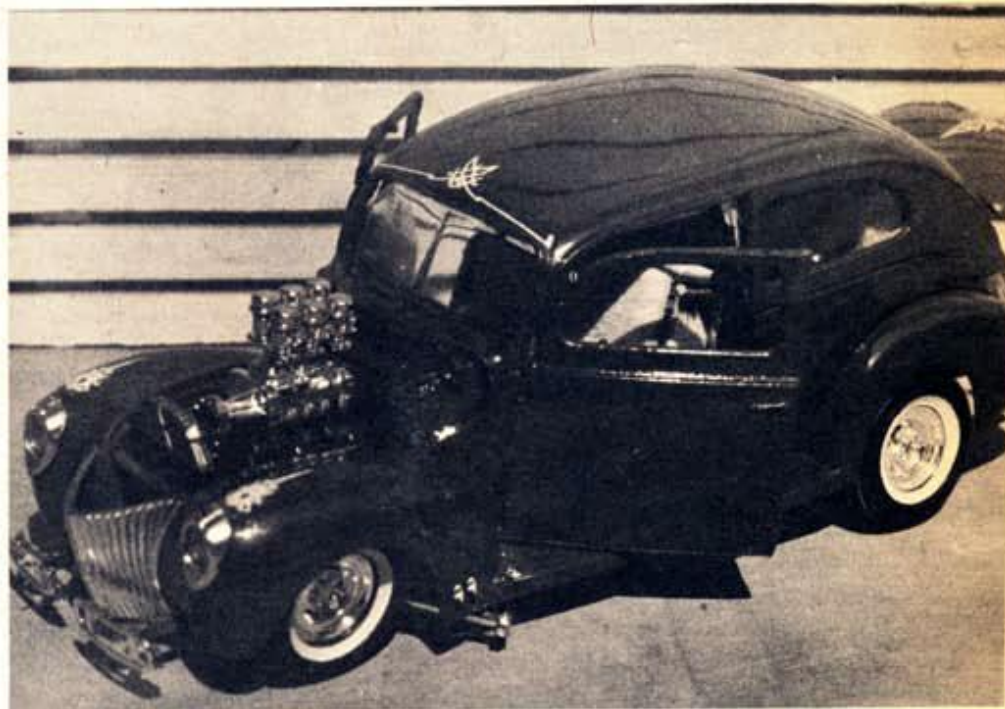


Bill Maunder, of Butte, Montana, grabs second billing this month with his fine ragtop custom based on an AMT '59 Ford. Front wheels steer and the plush interior is done in gold and white Naugahyde.

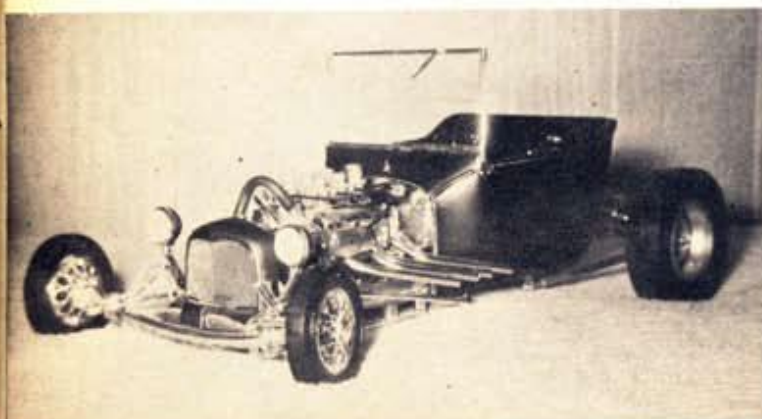
The contest editor has been swamped with entries each month. Advice he offers all contestants: send black and white prints only, (they cannot be returned); see that the pix are as clear as possible; and print your name 1/4" from the top on the back of each photo submitted.

Each month MCS will award \$25.00 for the best entry. A new contest will be held each month, so if you miss out on one issue, keep trying.

Looking very much like the real thing, Pasadena, California's, Dick Wolf turned an AMT '40 Ford into a show-winning eye-opener. Huge blown engine carries six carburetors. Doors and decklid open.



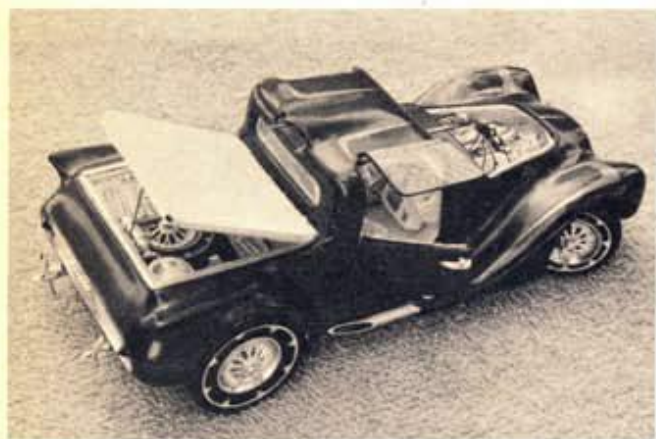
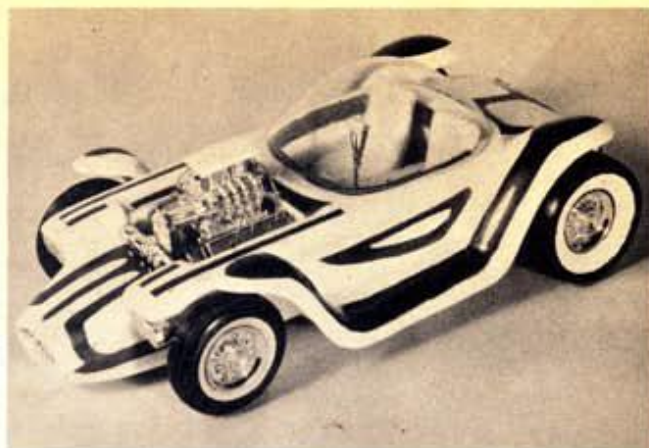
Cars From Our Readers



A rarity in this department is Rog Foust's version of Monogram's "Big T" which rolls up front on a set of Thimble-drome Mercedes Benz wheels. Street/show rod is finished in deep burgundy with black interior.

Chicago's Paul Luke put in a hard three months to concoct his competition '32 coupe with each pair of dual slicks cleverly taped for big bite effect.



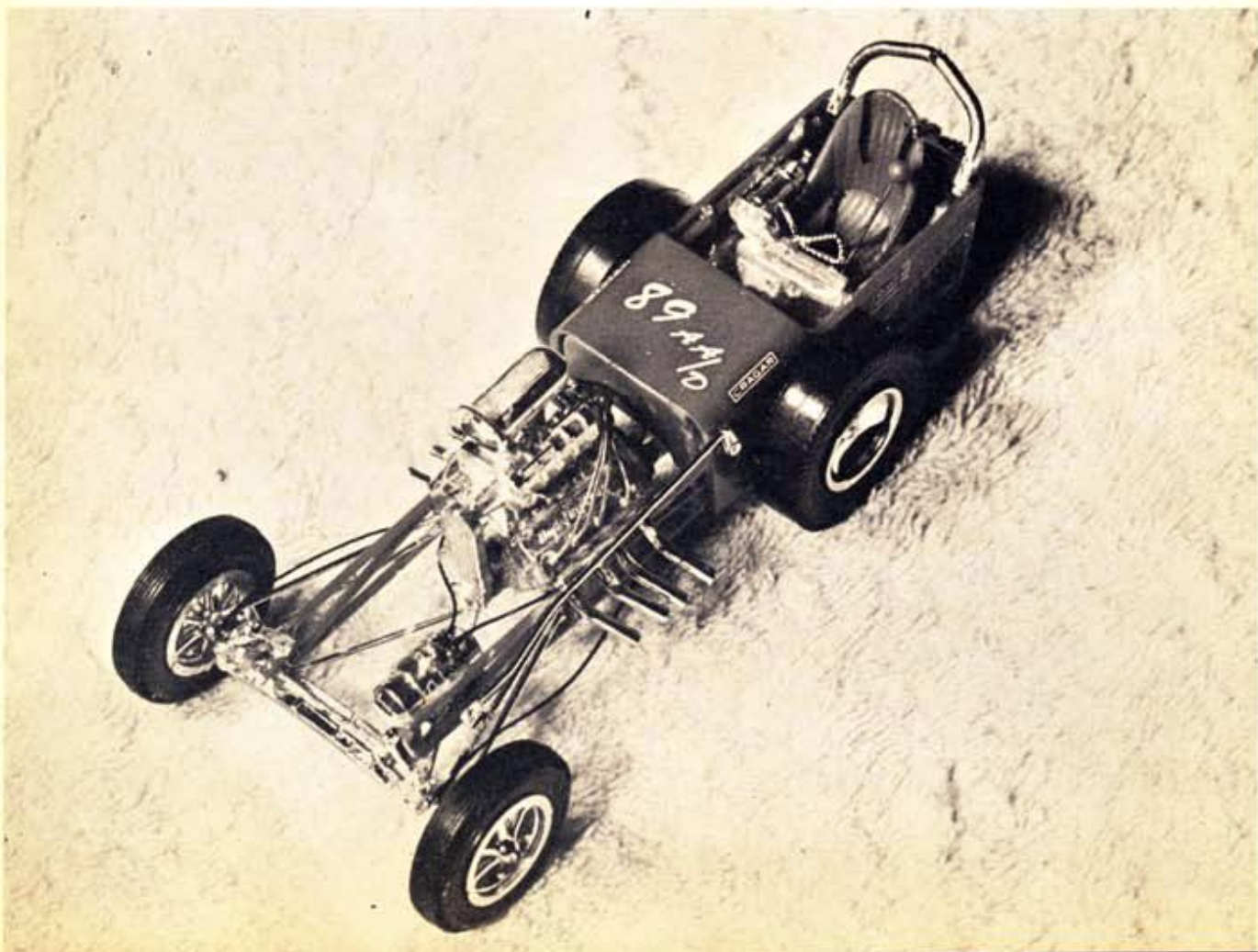


Steve Robbins sends us his modified XKE Jaguar from Lessburg, Florida (upper left), powered by huge, blown Chrysler V8. Car is bright red lacquer.

Pat O'Neill's fine "Beatnik Bandit" is not the usual kit (above), but rather a well engineered balsa model built back in 1961, long before the plastic one was offered.

Wild is the only way to describe Jerry Stroups exotic '32 Ford pickup with a crank-driven blower pumping fuel to an Olds V8. Basic body color is candy green (left).

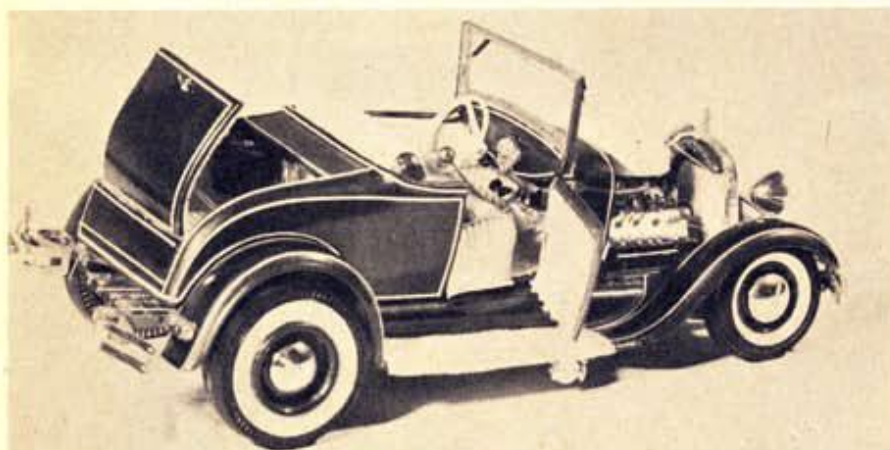
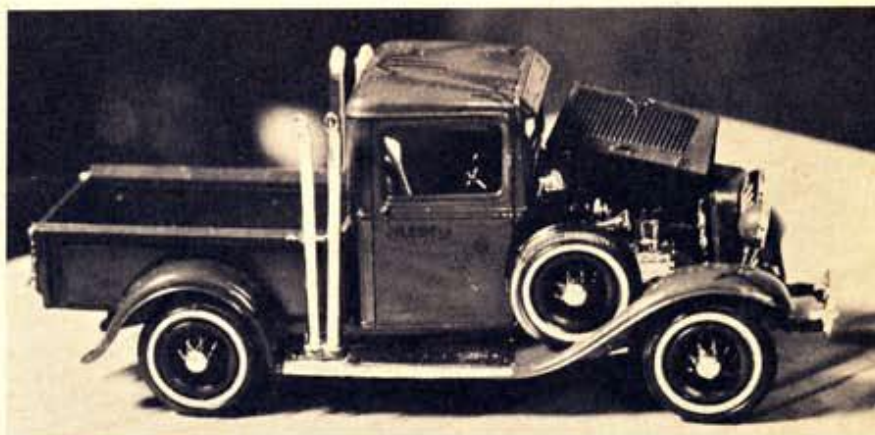
Nothing but Revell parts went into the construction of Mike Redd's Kansas-based dragster (below). Neat lettering shows what can be done with good decal work.





Dick Pinti, from Warren, Ohio, stripped his AMT '57 Chevy of trim, chopped the top and painted it with 15 coats of candy apple. Power is by a 409 Chevy V8.

Bill Gillham's Newport, Oregon, cardtable took a beating during construction of this great '34 Ford pickup. Engine is the tried-and-true flathead, now injected, and color is gum drop green.



Extreme body and chassis detailing mark John Durward's entry this month. John's New Jersey-built '29 A roadster is neatly pin striped and flathead-equipped.

a MODEL CAR SCIENCE Contest

FOR MODELERS
EVERYWHERE . . .



Each month the editors of MCS will select, from PHOTOS submitted, the top model car. It will be shown on these pages and its owner will receive a \$25 PRIZE.

SEND A PHOTO OF YOUR PRIZE MODEL TODAY TO:



MODEL CAR SCIENCE

Contest Editor

171 So. Barrington Pl.

Los Angeles 49, Calif.

You may submit as many entries as you wish. Send photos only, please. NO KITS. Include your name, address, age and information on how you built the model. Only CAR models are eligible. We cannot return any photos submitted.

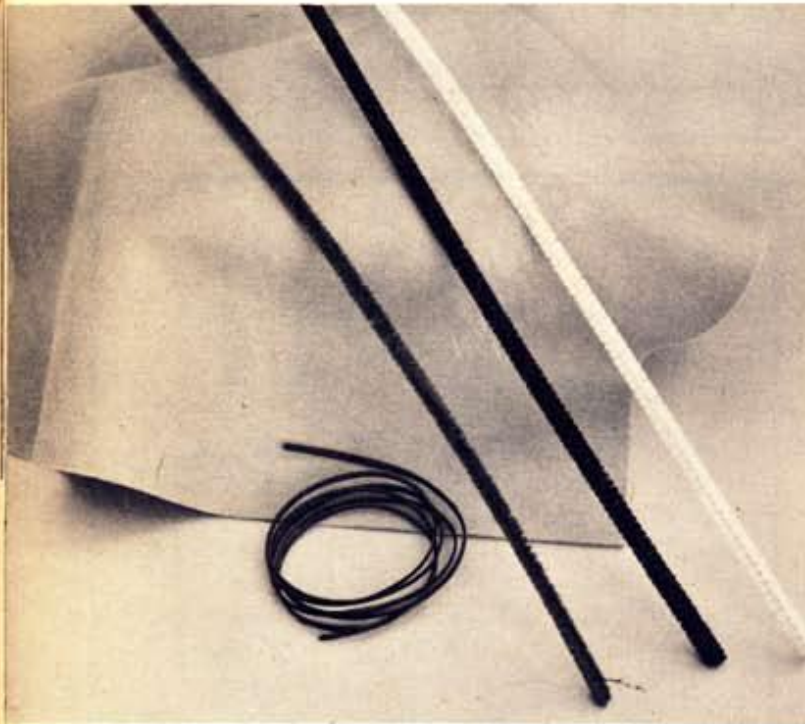
SCRATCH BUILDERS

Most model car enthusiasts are well aware of the many spare parts available in kits today. There may come a time when he might want or need something really different for his car. The items shown on this page were scrounged at a local hobby shop, and should add interest to any model. Most of these things can be found at your local dime store, or the hardware store.

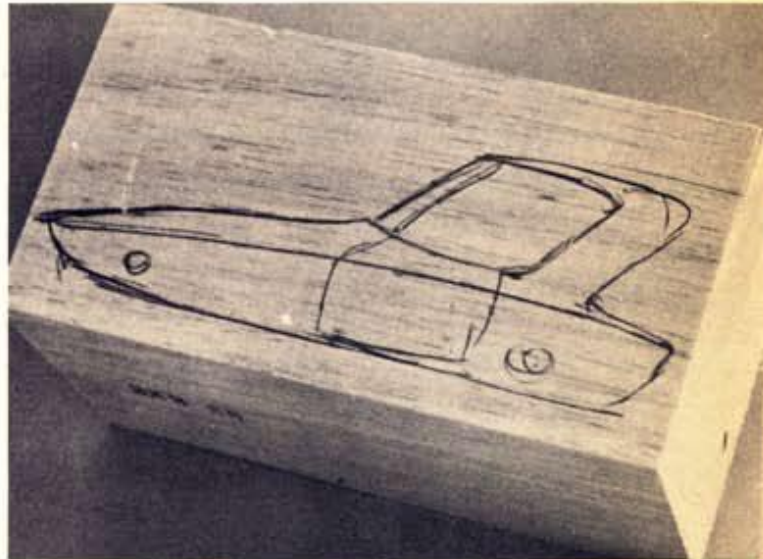


DELIGHT

some novel tips for that CUSTOM LOOK



For interiors, colored felt can be used for carpets; pipe cleaners are ideal for edging seats and doors; and leather lacing simulates rolled and pleated upholstery.



For the real scratch builder, a block of balsa wood is indispensable. It can be carved and finished into a real unique machine that will complement any collection.



METALLIC THREAD

FOR
MACHINE EMBROIDERY

- machine stitching
- hand sewing

Use ON TOP OF THE MACHINE
...just like regular thread!

MINIATURE EYELETS
PERFECT
10



What can you use these things for? From left to right: glitter can be used to create interesting display scenes; miniature tools look great as part of a Big "T" display, or in the trunk of your favorite custom. The narrow tape works great as striping, while the miniature chain can be used on a hinged tailgate. The tiny plastic hairbrush charms will make an interesting grille. Paper clips can be formed into door and trunk hinges.

Metallic thread can be used for engine wiring as can fishing line and thin copper wire. Miniature eyelets can be used as carburetor intakes or as ram tubes for fuel injection.

M^cMODEL the MASTER BUILDER

MODEL CAR SCIENCE—IT TELLS ALL ABOUT BUILDING MODELS!

WHAT ARE YA READING, M^cMODEL?

EH, WHO NEEDS IT? MODEL BUILDING'S A CINCH...YOU JUST STICK TH' WHEELS N' MILL ON THE CHASSIS...

...NOTHING TO IT...

stomp
stomp
stomp

CRASH!

... THEN PLACE THE BODY ON!
IT'S SOOOOO EASY !!



...VERY SIMPLE...



HEH, HEH, LEMME BORROW
YOUR **MODEL CAR SCIENCE**
MAG, UH, OL' BUDDY?



McMODEL
Salutes

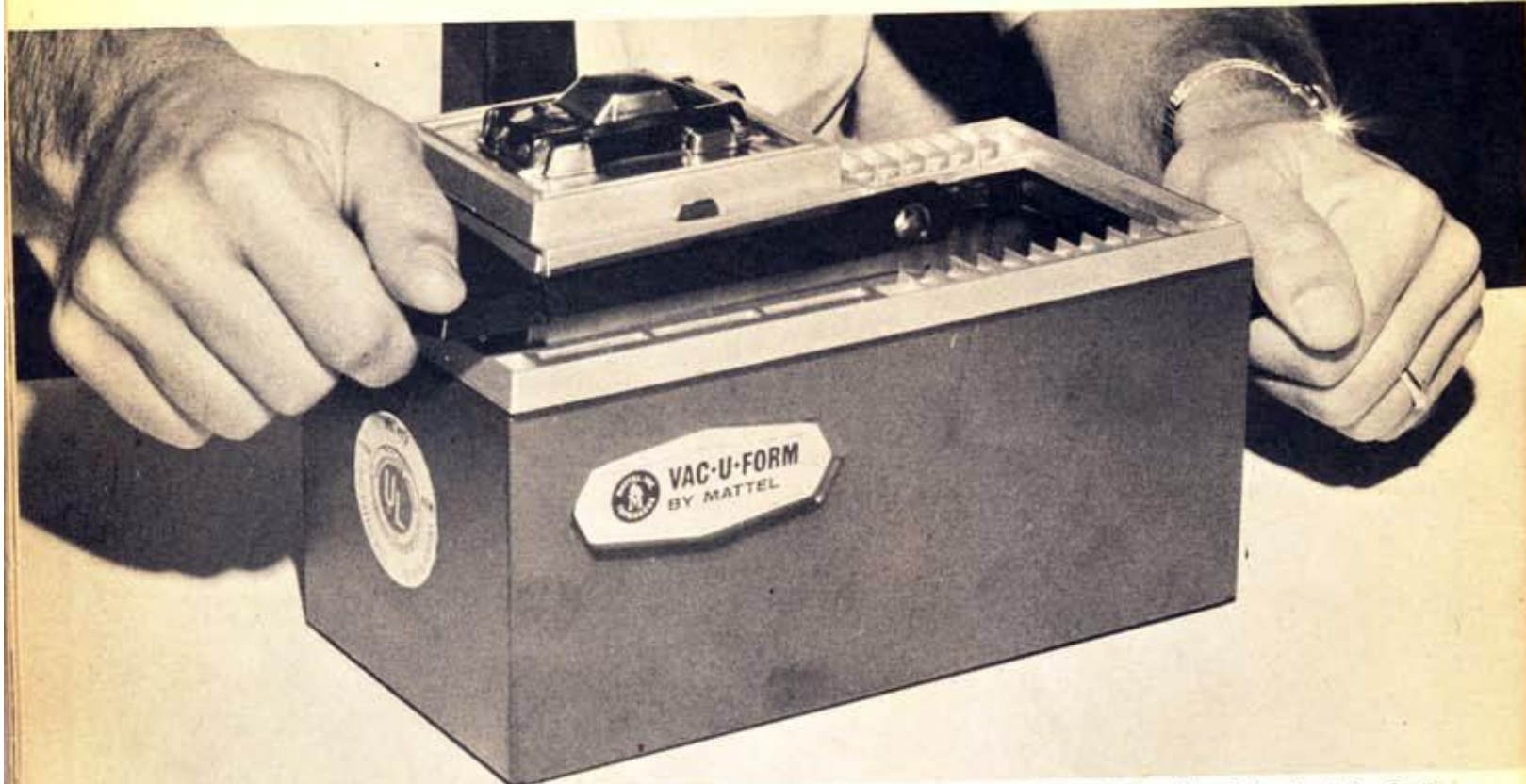
THE ACES
of WASH. D.C.

BLACK DEVILS
RICHLAND, MICH.

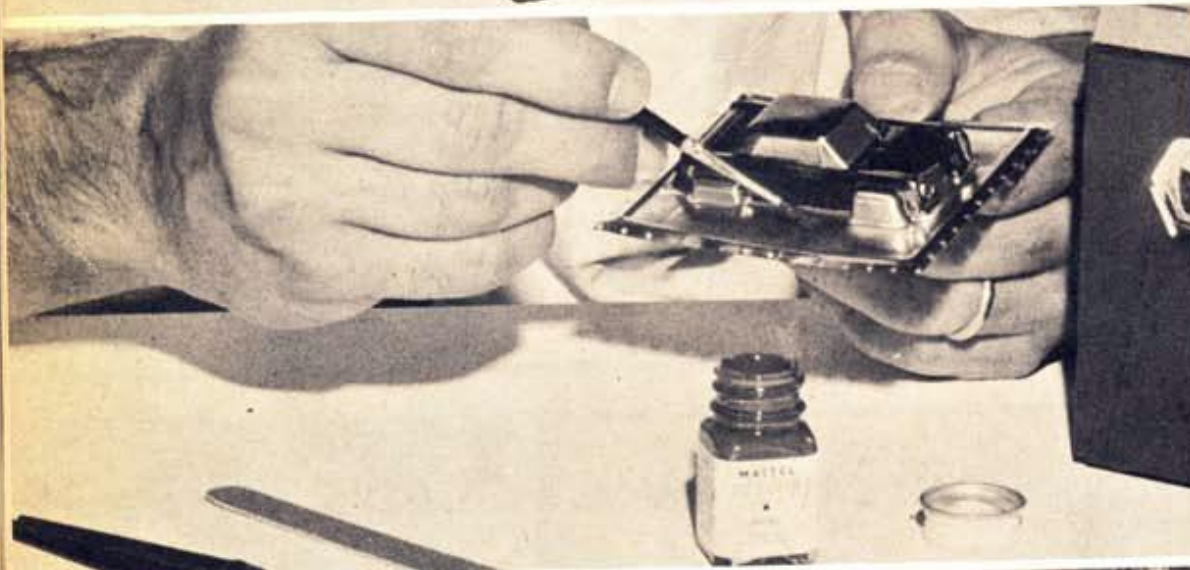
COOL CUSTOMS
OZARK, ALA.



VACUUM FORM YOUR

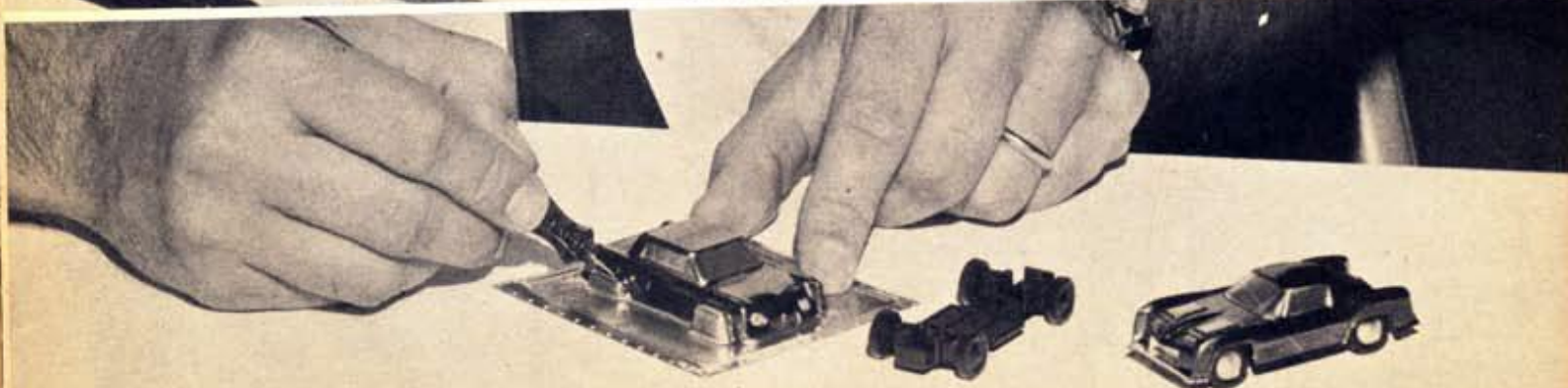


After being heated, plastic sheet is held firmly over the mold with the right hand, while the left hand operates the vacuum pump.



The vacuum formed car body gets its paint job before it is cut from the plastic sheet. Mattel has optional kit with body molds.

The painted body shell is cut from its sheet. The finished version is shown at right. The former also does well on small, individual car components.



OWN BODIES AND PARTS

An Inexpensive New Unit by Mattel Opens New Horizons For The Model Builder

Model car enthusiasts can design and build their own cars, parts and accessories with a plastic-forming device recently introduced by Mattel, Inc. of Hawthorne, Calif.

Given a mold to work with, Vac-U-Form heats and draws a thin plastic sheet into detailed shape. The device is readily adaptable for turning our miniature floorboards, bumpers, fenders, grilles, headlight ferrings, tail lights, air scoops, exhaust stacks, hoods, license plates, hub caps, wheels — and even car bodies.

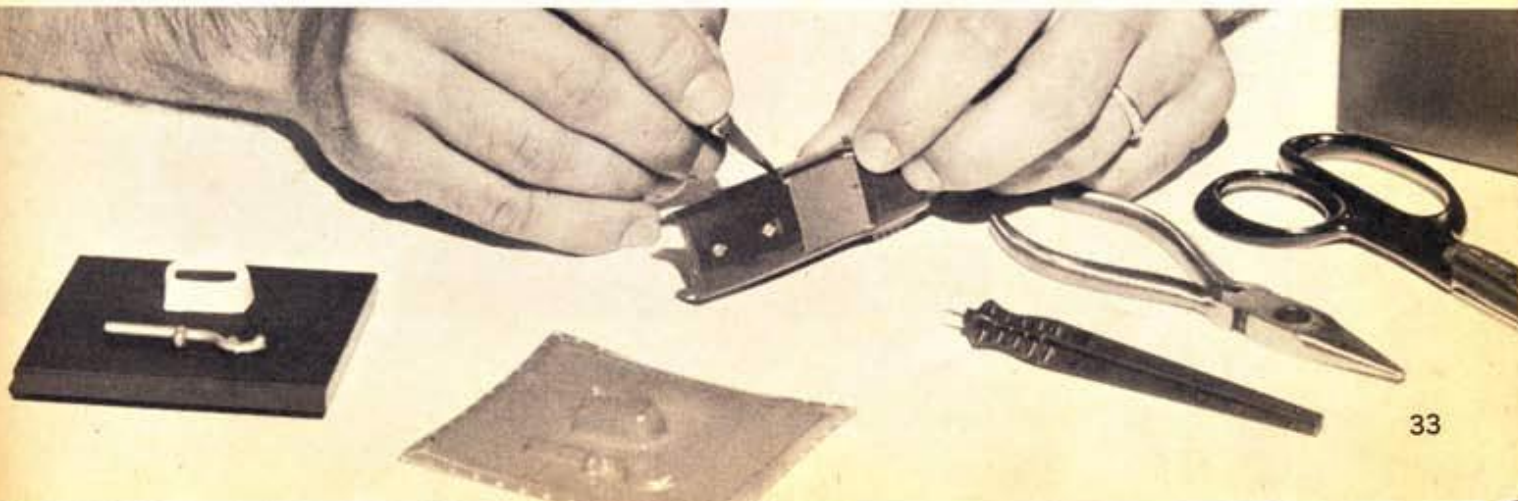
Vac-U-Form, which retails for about \$16, comes complete with 50 individual molds — one of them a small race car with chassis and wheels — and 65 sheets of colored, clear and metalized plastic. Other items included in the kit are paints and brush, cement, clay, glue, scribe, emery board and detailed instructions.

Maximum useable area of the sheets is 2¾ by 2¾ inches. One-piece car bodies can be formed from molds provided by the manufacturer, or the creative model builder can fashion his own molds from cardboard, clay, plaster, soap, paraffin or wood.

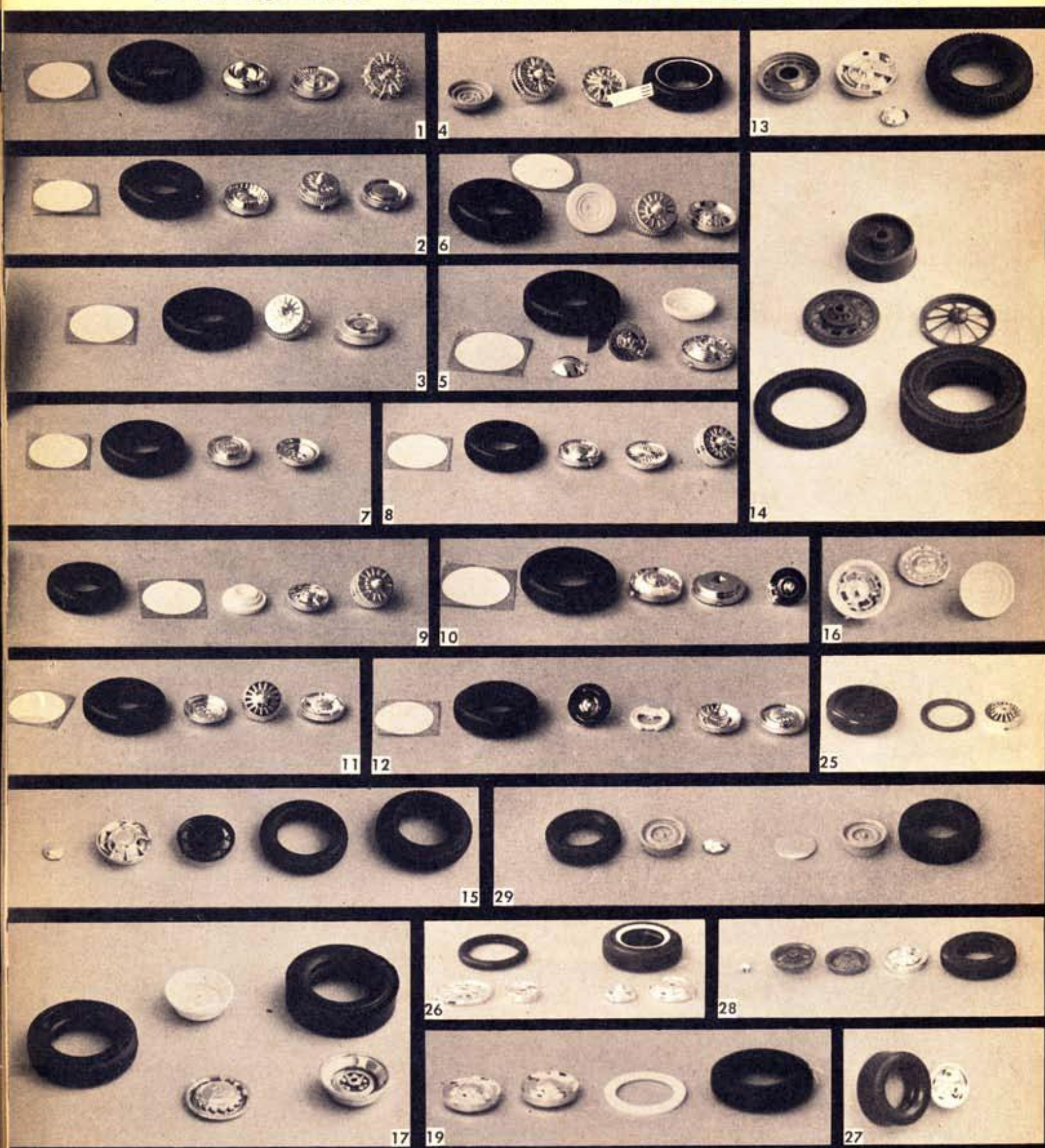
Hobbyists can also make larger models and parts, either by disassembling cars and reproducing them in sections, or by making molds in sections. Parts used as molds can be modified with clay to improve the replicas.

Parts or sections of model cars can be used as molds. At right a grille and exhaust manifold from a plastic car are reproduced in a single step.

Slot racing body shells can be duplicated by cutting the car into sections that will fit the working area of the former. Note finished grille and exhaust.



TIRES AND WHEELS



- | | | | |
|----------------------------|-----------------------------|----------------------------|------------------------|
| 1. AMT Riviera | 6. AMT '63 Pontiac | 11. AMT Buick Convertible | 15. Monogram '34 Ford |
| 2. AMT Lincoln Continental | 7. AMT Ford Pickup | 12. AMT Mercury | 16. AMT '57 Chevy |
| 3. AMT Imperial | 8. AMT Chevy II Wagon | 13. Monogram '36 Ford | 17. Revell '57 Chevy |
| 4. AMT Ford Fairlane | 9. AMT Chevy II Convertible | 14. Monogram Model A Coupe | 18. Monogram Phaeton |
| 5. AMT Ford Galaxie | 10. AMT Tempest | | 19. Monogram '55 Chevy |

Scratch builders usually come up short for tires and wheels to finish their wild rods and customs. But your hobby shop (or scrap parts box) has these to offer —



18



37



32



34



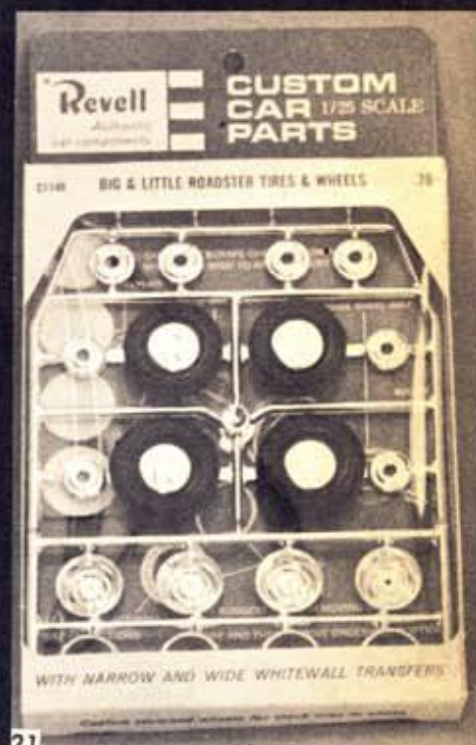
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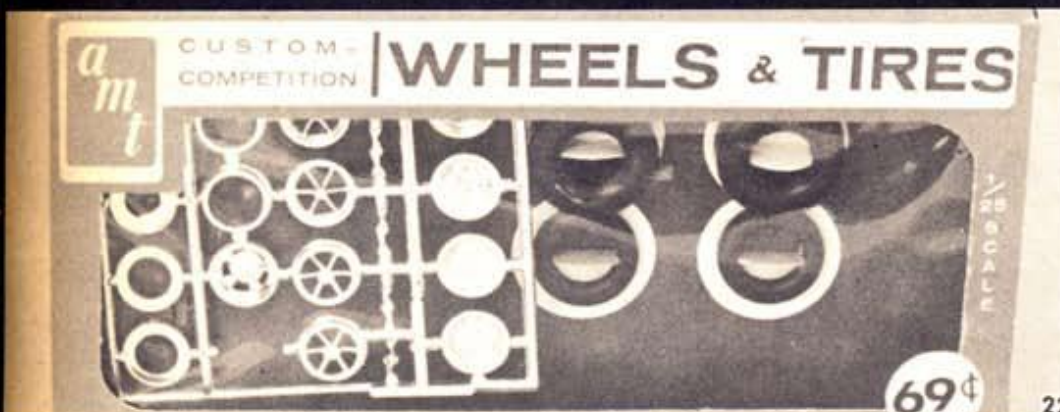
20 36



23



21



22



24



35



30

- | | | | |
|----------------------------------|-----------------------------|-------------------------|-------------------------|
| 20. AMT T-Bird | 24. Revell M & H Racemaster | 28. AMT '34 Ford Truck | 33. AMT '49 Ford |
| 21. Revell Big & Little Roadster | Whitewall Drag Slicks | 29. AMT '40 Ford | 34. AMT Model 25T |
| 22. AMT Custom Competition | 25. Aurora Jaguar XKE | 30. AMT '57 Ford | 35. AMT Dragster |
| Wheels & Tires | 26. Revell Outlaw | 31. Revell Challenger I | 36. Revell "Tweedy Pie" |
| 23. Revell Custom Car Wheels | 27. Revell IVO Dragster | 32. AMT '36 Ford | 37. AMT '50 Ford |



on PARADE

THE WILDEST FROM

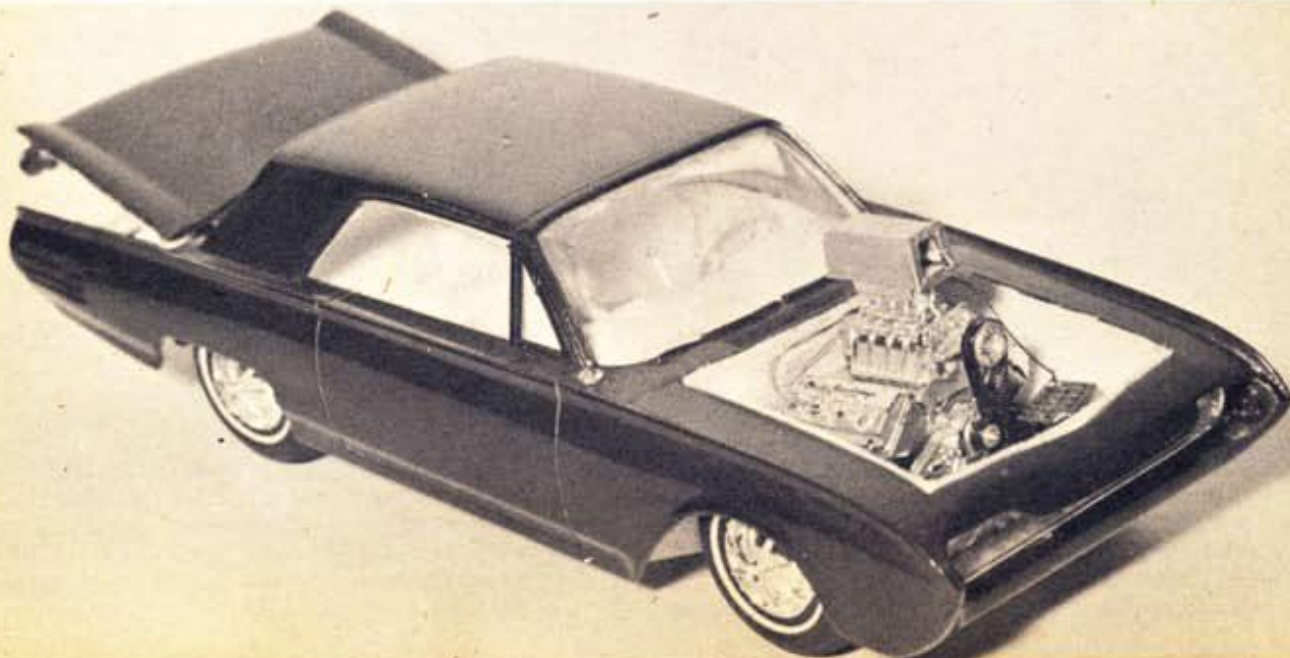


Heavy restyling on a Deuce roadster led to creation of this engine-in-seat drag strip stromer. Driver now rides in rumbleseat with half of its lid molded to body.



Chrysler-powered "Bug" has been severely shortened following big-car building practice; but it is doubtful if "square" wheelbase would be practical.

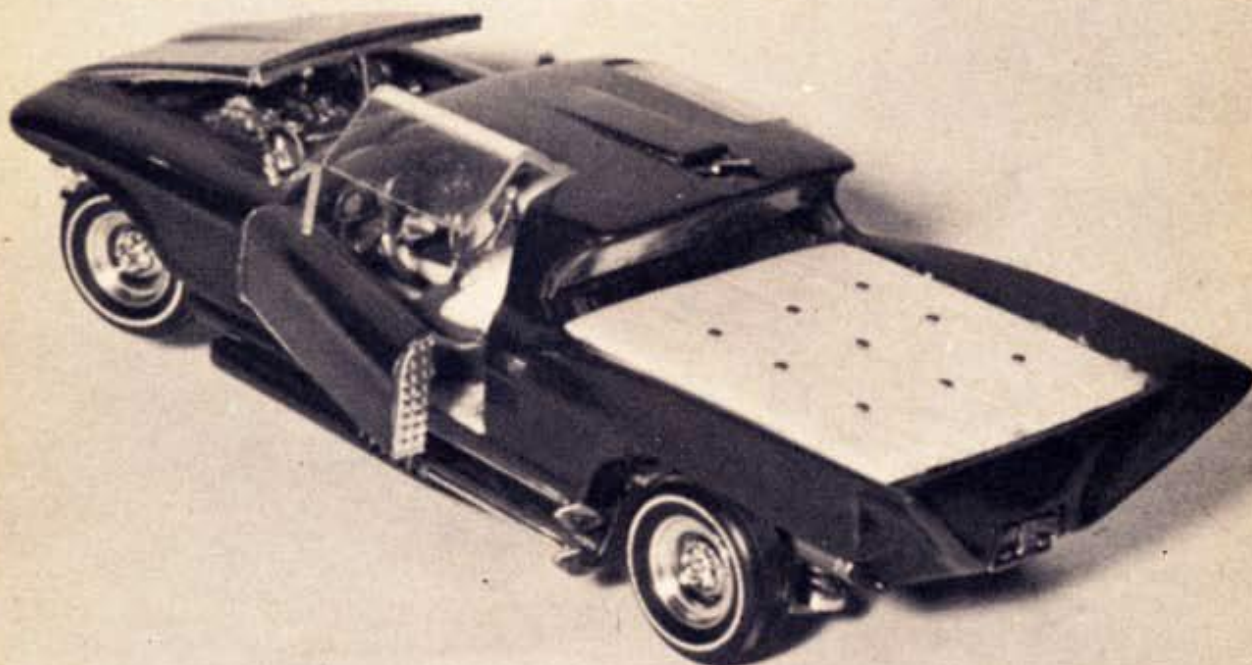
THUNDERBIRD OF '63 VINTAGE HAS BEEN RELIEVED OF USELESS TRIM, BODY SEAMS FILLED, AND FITTED WITH BLOWN DODGE.



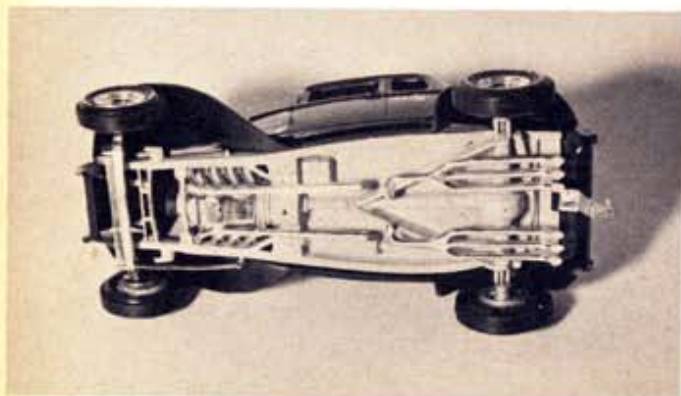


AN EXOTIC STREET/COMPETITION BUBBLE-TOPPED MACHINE WITH BLOWN CHRYSLER, LOW AND PROTRUDING FRONT GRILLE.

HERE AND THERE



FAR-OUT VERSION OF A PASSENGER CAR/PICKUP WITH FLIP-UP DOOR TOPS. TEN SEPARATE CUSTOM KITS USED FOR PARTS.



Underside detailing is as important as upper body when it comes to contest judging. This neat '32 coupe sports an all-chrome undercarriage set off by light grey flooring.



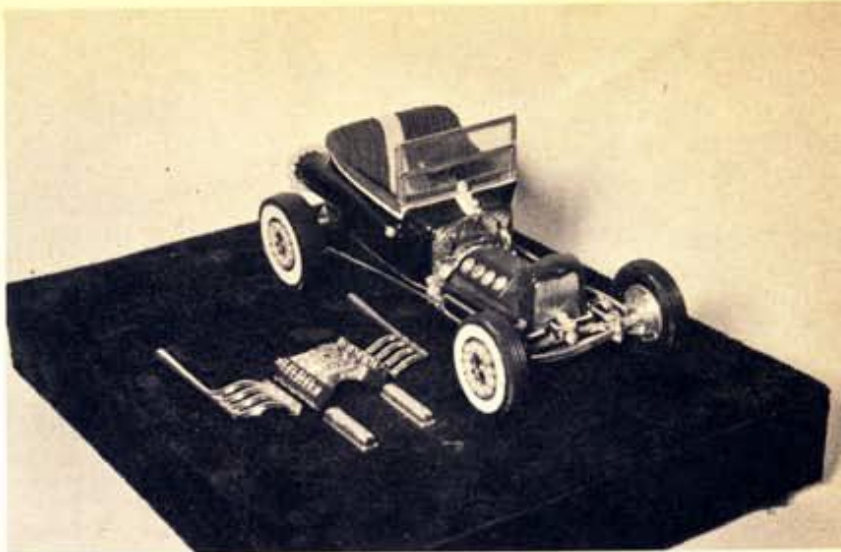
Wild Chevy custom convertible is radically lowered, free of ornamentation, and features a deeply scooped grille. Clever paint is pearl with fogged stripes of candyapple.



Extensive body molding on chopped '32 coupe is customizing at its height! Multi-colored paint panelling is not unlike present big car trends.



Ford sedan hacked into a hardtop has opening doors, hood and trunk. Pancake hood covers supercharged Chrysler. Interior is upholstered (left).



An interesting display treatment. Much-modified T street roadster sits on a low pedestal covered with black velvet, with engine accessories laid alongside to reveal chromed cylinders and movable pistons (above).



Radical street rod uses blown Chevy V8 with flowing headers. Fin-like projection around rear of body doubles as fenders. White striping sets off red paint (above).



Forty Ford has received the works, including elongated rear fenders, radical body section treatment, and opening hood, doors and trunk. Engine is blown Chevy (above).

Stormin' Corvair is still rear-engined, but Chrysler mill replaces former little 6! Bubble top hinges at cowl for driver and passenger entrance (right).

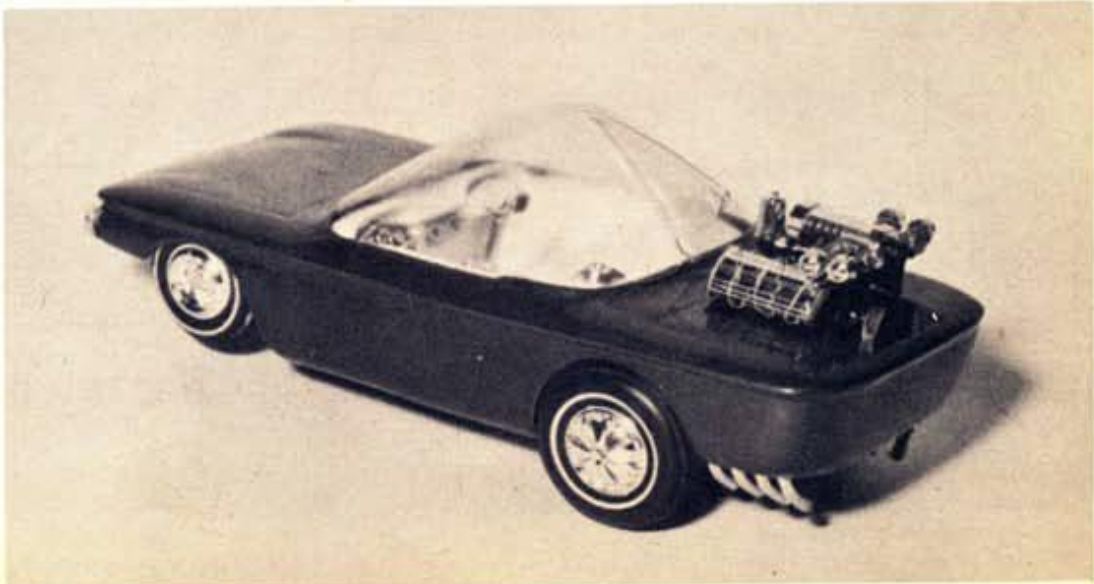




TABLE TOP RACING SECTION

PHOTO CONTEST Each month MCS will award valuable prizes to the readers who submit the best photos of slot racers in action. Send your photos to:

Table Top Photo Contest
Model Car Science
171 Barrington Pl.
Los Angeles 49, Calif.

THIS MONTH'S PHOTO CONTEST WINNER IS DALE ROLLO
OF LA CRESCENTA, CALIF.



DON'T ho-ho AT

HO

The world's smallest race cars are converting living rooms into wild road race courses.

By Bill Sippel

Just under a year ago racing enthusiasts were both lauding the wonderful hobby of slot racing and bemoaning the space required to set up anything near a scale version of a full racing course. Track lengths of even a simulated quarter mile required a lengthy 55 feet, and few were the basements or garages which could produce anywhere near this amount of straight line distance. Then along came a far-sighted manufacturer who remembered the problem and eventual solution to the same space dilemma from the old model railroading days, and as an end result the HO scale slot racers made their welcomed appearance.

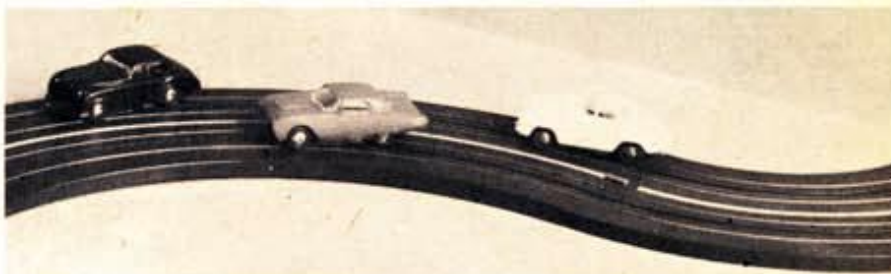
Considered at first to be little more than a kid's version of the more familiar 1/32nd slot setups, a growing number of adults began to realize that the wee-sized scale models are not merely toys, but true and authentic replicas of the larger slot machinery. Speed, handling and driving ability play as big a part in HO racing as in the bigger scales. As a result, the growing sales of HO racing car sets and accessory equipment can be truthfully termed fantastic. At the present time it is primarily the youth sales that are responsible for the surge of in-

terest in this diminutive scale, but it's time we took a close look at HO racing and see just what it holds for our racing-minded adult readers.

First off, let us remember that there is far more to slot racing in any scale than merely running the car. Dad may find this out when he shares with his son (or daughter) the initial assembly of a slot racing track. Quite obviously, a simple oval is the easiest and quickest track layout to set up, but anyone who has gone this route will hurry to agree that the oval is the least exciting track plan of them all. Far more interesting, in both assembly and final use, are the many variations possible with the basic figure-8, dumbbell-shaped courses, and endless variations possible with cross-overs, banked and flat turns in varying radii, long and short straights, S-shaped chicanes, and all the other physical features that make up such famed racing courses as Monza, Le Mans, Sebring and Daytona, to mention just a few.

Fortunately for the enthusiast, the leading manufacturers in the burgeoning HO field — Marx, Tyco, Aurora, Atlas, and others — are producing not only a wide variety of car types, but various-

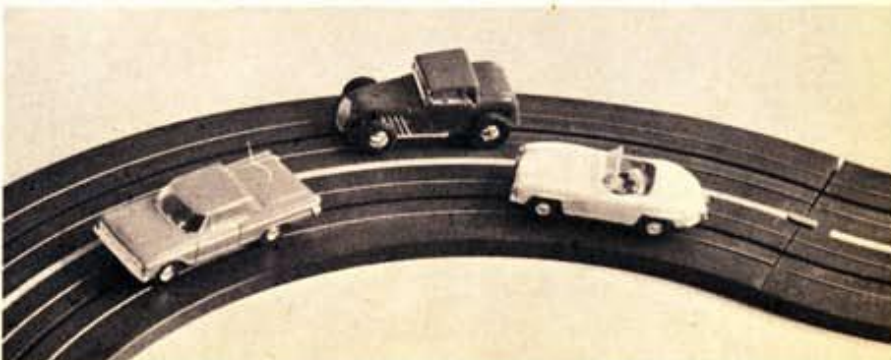
Three Marx cars maneuver through a chicane. Actually, the two cars on the far lane cannot be individually controlled. Note detailing on 'Bird, center.



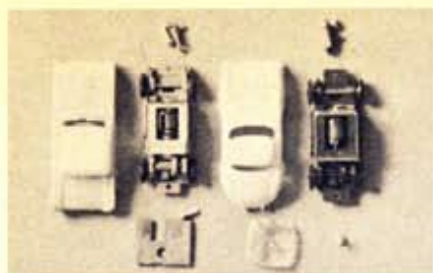
A pair of Atlas HO cars jockey for position. Note extent of drift on near car; they can slide to 45° off track direction yet pickup shoes retain contact with imbedded metal strips.



At present, Aurora's new and potent DC motor is the scale's fastest power-plant. Available are several bodies in each classification shown as well as trucks — some even with trailers!



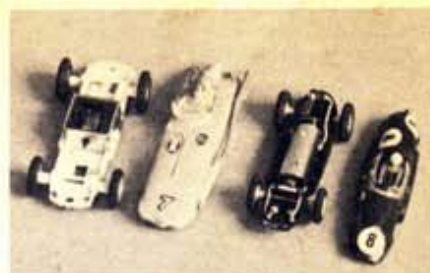
Well detailed, though only two inches in length, HO slot racers drift a difficult turn on a truly table top course. Tiny miniatures "break loose" out of turns, can exceed 700 scale miles per hour.



Atlas car and chassis (left) compared to Marx on the right. Both have similar 3 and 5 pole 12V DC motors. Exciting competition is possible as different makes will run on each other's tracks.



Aurora HO Ford hardtop (top) with the new and rapid 3 pole DC motor. Older Aurora hot rod (below) has a coil vibrator which will operate on either AC or DC. Newer chassis is far faster.



Two more Aurora open-wheel cars, one an Indianapolis job, the other a GP machine. Some fast HO cars turn quicker scale mph's than larger 1/32nd brothers. HO offers the least expensive racing.

shaped sections of track, race course buildings, people, lap counters, track-side scenery, and so forth, plus an assortment of precision speed controllers and quality power packs.

To make a flat statement and at the same time dispel circulating rumors by the uninitiated, HO cars are NOT slow. Aurora has recently put into production a wild and woolly DC motor that has driven a test car at a true scale speed of 1,000 mph! Even a bedroom version of the German Nurburg Ring track can handle cars running near the speed of

sound — in HO scale, of course. (Ed. Note: Our own HO layout mounted on a 2½-foot by 4-foot plywood base and incorporating 22 feet of dual-lane track — roughly a scale half mile — with seven hairpin turns, sees lap times of six seconds!) The two-inch-long but potent cars will "break loose" coming out of turns and drift the curves — or spin if over-throttled — just as realistically as the larger 1/32nd jobs. Driving ability is certainly just as evident in HO motor-racing as in any other scale, if not more so.

Aurora is the big name in HO racing

right now, for with a brand new DC motor replacing their discontinued vibrator unit their cars cannot be beaten by standard competitive motors. But the competing manufacturers won't be content to see their products continually shut down, so a horsepower race is developing that will mean that HO enthusiasts will benefit by faster cars, improved tracks and better accessory equipment. In another year HO may well have as many proponents as 1/32nd, with undoubtedly far more cars in operation due to their lower cost.



And as for reliability, listen to this. One manufacturer recently set a standard production HO car running on a factory track. Two thousand hours later it was still ripping off laps and had passed the 3,000 actual mile mark. To reach this impressive record, the car's tires and its pickup arms had each been changed just once!

With the sole exception of Aurora's new DC powerplant — termed the Thunderjet — any make of HO car will operate on any make of track, giving the fans an infinite choice of layouts, cars, and other track equipment. Atlas, the well-known track manufacturer, has even announced an adaptor section which allows the joining of one make of track to another, meaning that one man's Marx set can be combined with a neighbor's Tyco as easily as if the two sets were identically matched.

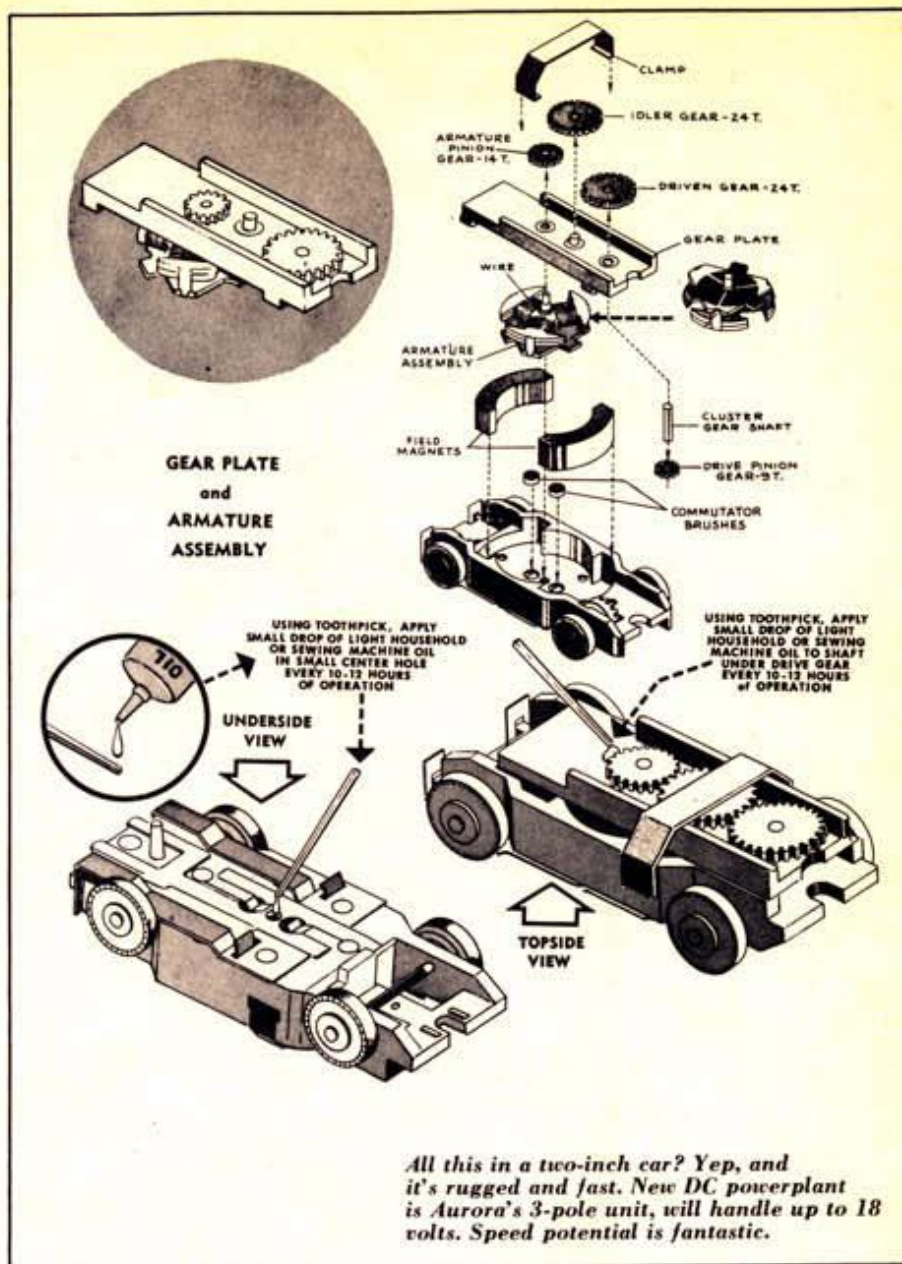
Aurora's Thunderjet is limited to use on DC-powered tracks only, so earlier tracks with AC power will require a simple converter, soon to be made available, so the later faster machinery can run without blowing a fuse.

To ease track building woes as we've already hinted, track sections are available in many shapes and sizes. Dual-lane straights run from 49¢ to 59¢ per section. Curves vary between 59¢ and 79¢ per section. For little more than these prices a fan can add intersections to his layout, as well as criss cross sections and bypasses. There are turns of four radii available which allow up to eight racing lanes on a single curve. Complete dual-lane HO racing sets, with everything needed to get the racing driver under way — including two cars — start at only \$14.95. The older vibrator drive cars are priced beginning at \$2.49 and Aurora's new speedier versions are a low \$2.98. In short, HO slot racing offers a lot more scale miles of racing distance per dollar invested than any other size of automotive competition.

For realism, spectators and drivers alike marvel at the realistic detailing in the tiny HO scale. Vehicles are not only available in American passenger car, sports and GP car configuration, but in hot rods and even trucks (with trailers) as well.

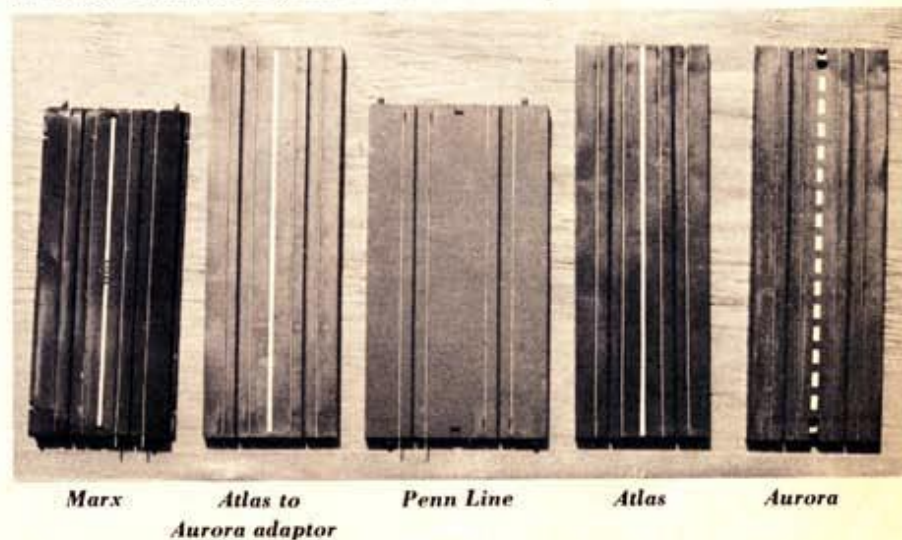
For young and old alike, HO is the only way to go if you're concerned with track layout space and that old bugaboo, economics. For the adult who is not an all-out speed merchant with unlimited slot racing capital, it might well pay to take a long and hard look at HO. It's here to stay.

England's Stirling Moss, considered the world's greatest racing driver, tries his hand at slot handling. Second from left: Henry Harnish, Jr., of Whippany, New Jersey, '62 U.S. Miniature Racing Champ.



All this in a two-inch car? Yep, and it's rugged and fast. New DC powerplant is Aurora's 3-pole unit, will handle up to 18 volts. Speed potential is fantastic.

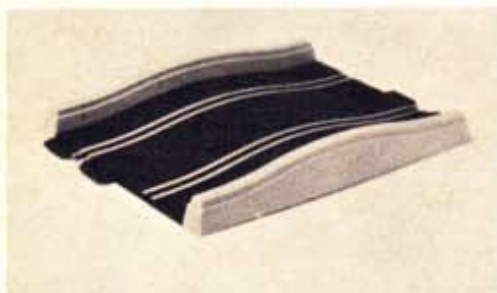
Five types of HO straight track sections. All but the Penn can be joined to each other easily.



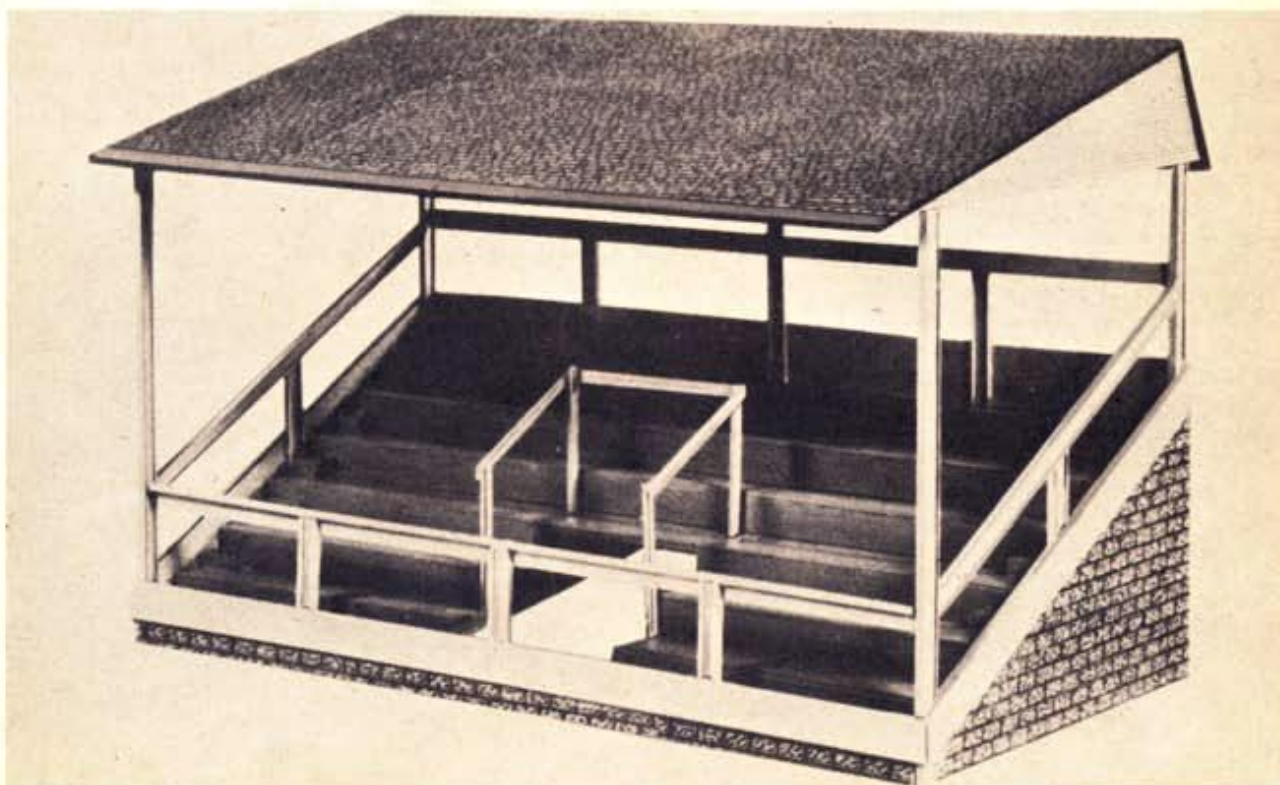
NEW IDEAS FOR SLOT

Experienced slot racers know that wins depend on the little modifications. It's not the fastest car that wins, but the one best suited to the track. Here's a set of quick-change gears that allow a racer to adapt his car to the conditions of just about any track.

With four crowns and three pinions, this \$2 set by Wilson's of Cleveland makes the operation easy since the pinions are fastened in place with set screws.



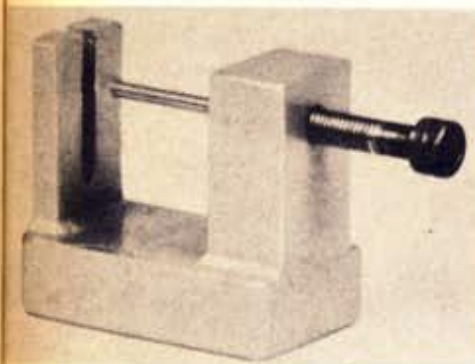
Adding touches of realism to slot racing tracks seems to be the major goal of pioneer manufacturer Strombecker these days. Two items of this nature that are joining their catalogue are a humped bridge track section and a track-side grand stand. The hazardous track section can be added anywhere on your layout to really test driver skill. The stands, like the other Strombecker accessories, are in 1/32nd scale and are well detailed.



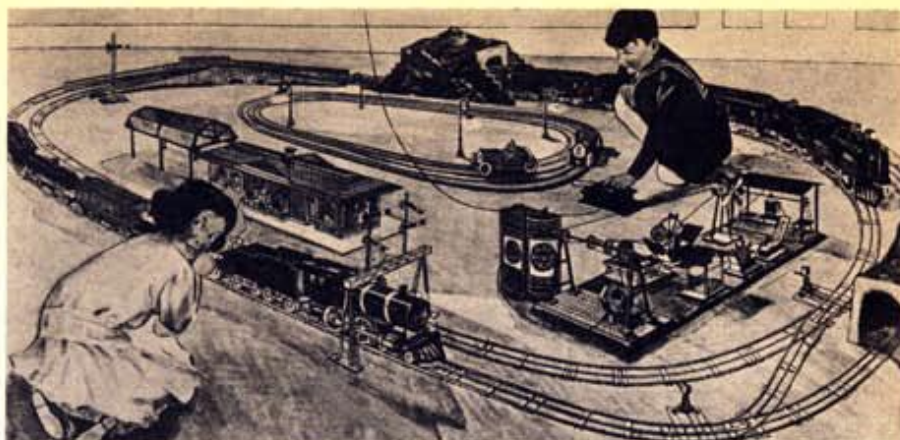
RACERS



Ecktronics of Santa Ana, Calif. is a controls system specialist. Their new VariVolt unit for slot racing is completely transistorized and offers an infinite range of speeds. The \$6.95 unit is guaranteed for life with a service charge that will never exceed \$2. The original units were of three-wire design. Newest models are for two and the manufacturer will convert all of the old units at no charge.



With more and more new realistic metal wheels being offered, this new wheel puller is a must for the serious racer. Adaptable for nearly all wheels, this precision tool does the job quickly and easily. They are offered by Pacific International of San Francisco at \$3.



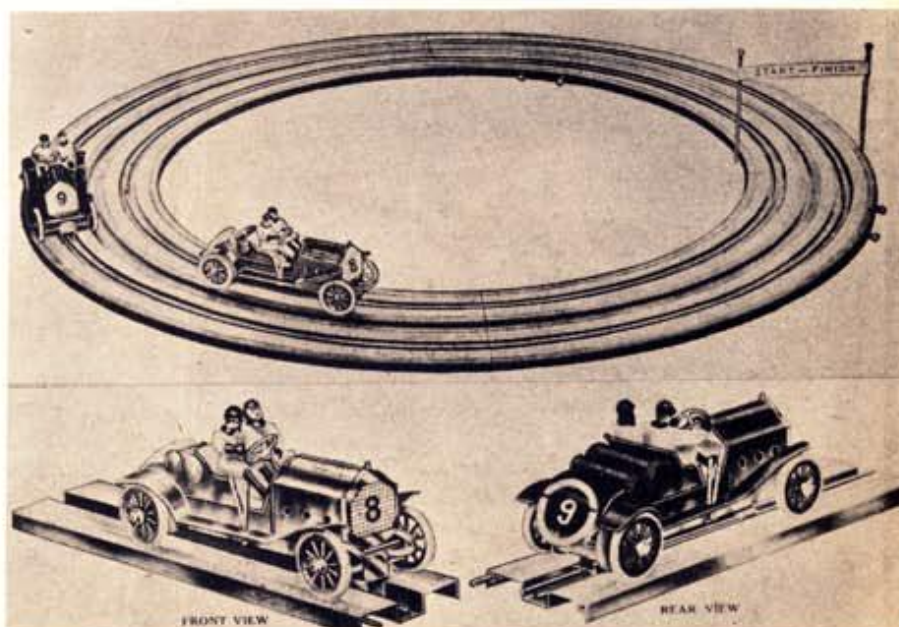
SLOT RACING *Silver Anniversary*

Slot racing in America is not as new as you might think. As far back as 1913, Lionel was actively manufacturing scale models. In those days, car bodies were 8½" long and made of sheet brass, embossed and enameled in various colors, and included such added minute details as radiators, gas tanks, rubber tires, running boards, and separate hub caps.

Now, 50 years later, Lionel offers racing fans five perfectly detailed world famous racing cars in Standard Scale consisting of B.R.M. Racing Car, Cooper Car, Ferrari Competition Car, Jaguar Competition Car and the Corvette Sting Ray. In the HO scale, Lionel features the Sting Ray plus the elegantly styled 300 SL Mercedes Benz.

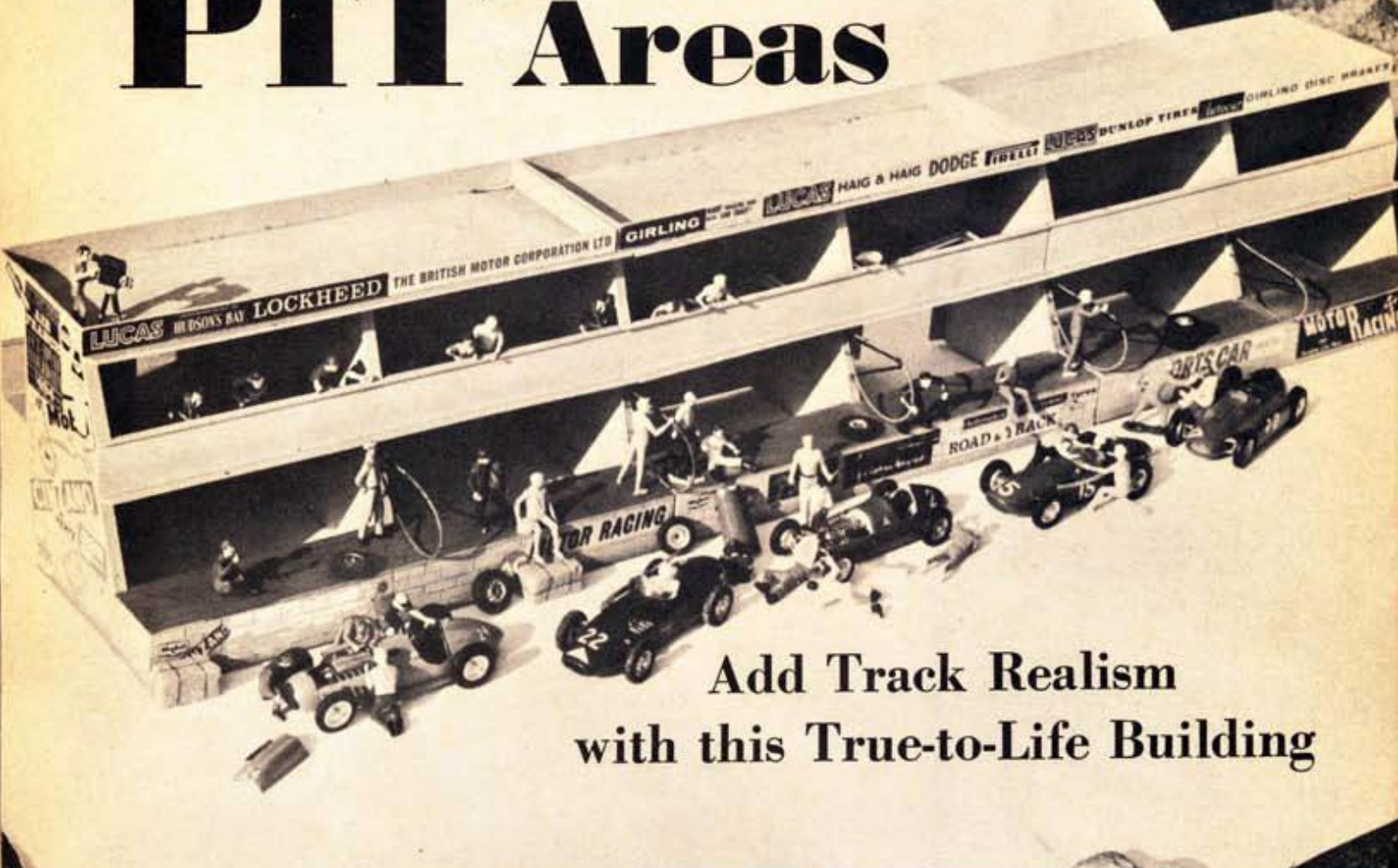
To go along with these exciting cars, Lionel features in its Standard Scale 4 raceways, accessories that include a Pacesetter Timer. All you do is set the dial, press the button and the race is on. When the dial has completed the timing cycle, the cars will automatically come to a halt. This timer gives motor racing all the thrills of a photo finish race. Also in Standard Scale, is a 4 lane raceway with numerous lane change-overs.

In HO, Lionel now has 3 new raceways which include a Figure "8," "over-and-under" roadway arrangement, a 4 lane oval arrangement plus a new Scene-O-Rama platform with an "over-and-under" arrangement. When not in use, the platform becomes a convenient carrying case for racing components.



These illustrations were used to promote motor racing in 1913.

BUILD Authentic PIT Areas



**Add Track Realism
with this True-to-Life Building**

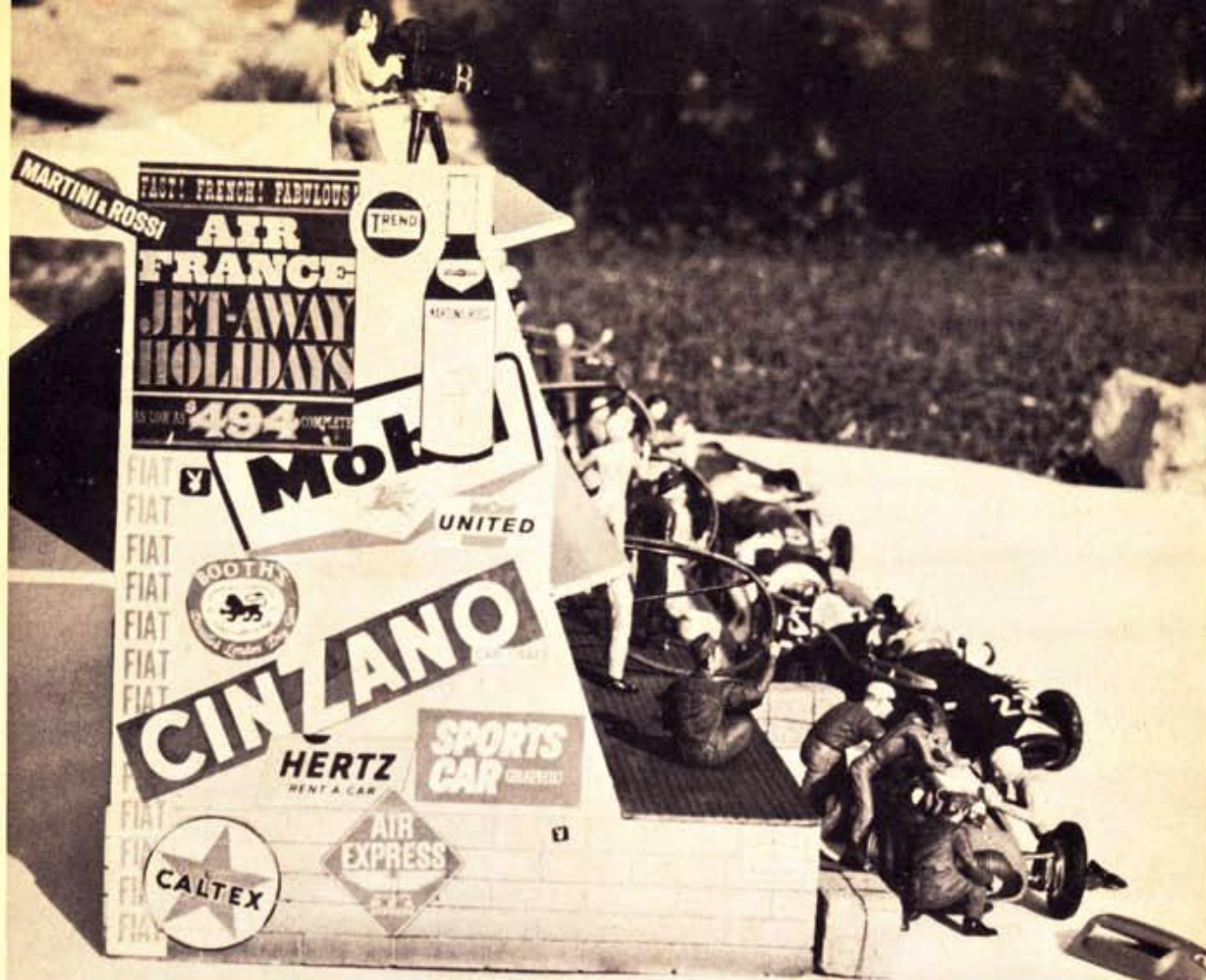
BY BOB ROLOFSON

MODEL CAR SCIENCE's double-decked pits were copied from race photos of various European circuits. Designed for portability, and flexibility, each section contains two pits, with a private 'owner's' guest paddock above each pit. After the author's first pits (see cover & pg. 43 MCS June issue) gradually fell apart from mis-use at Trade Shows, we decided to substitute 1/8th-inch mahogany plywood and solid "concrete" walls for the former balsa wood post-and-beam construction. Since these pits were designed to fit a portable track used at shows, they were scaled to drop into slots in the track bed. If the reader builds his pits to set on top of the sur-

face of his circuit, the height of the raised pit walk can be lowered by trimming off the bottom row of "concrete" blocks.

The pits are built in upper and lower sections, using picture frame clamps to hold the walls square while the glue is drying. When these wall sections are completely dry, the decks are aligned, glued, and held true by weights. We got our weights from the kitchen shelf. When the upper section has dried, glue it to the lower unit and add weights. Make certain that you have cut the rear door out before gluing. Note that the front paddock wall juts out a bit from the front edge of the pit ceiling. This pro-

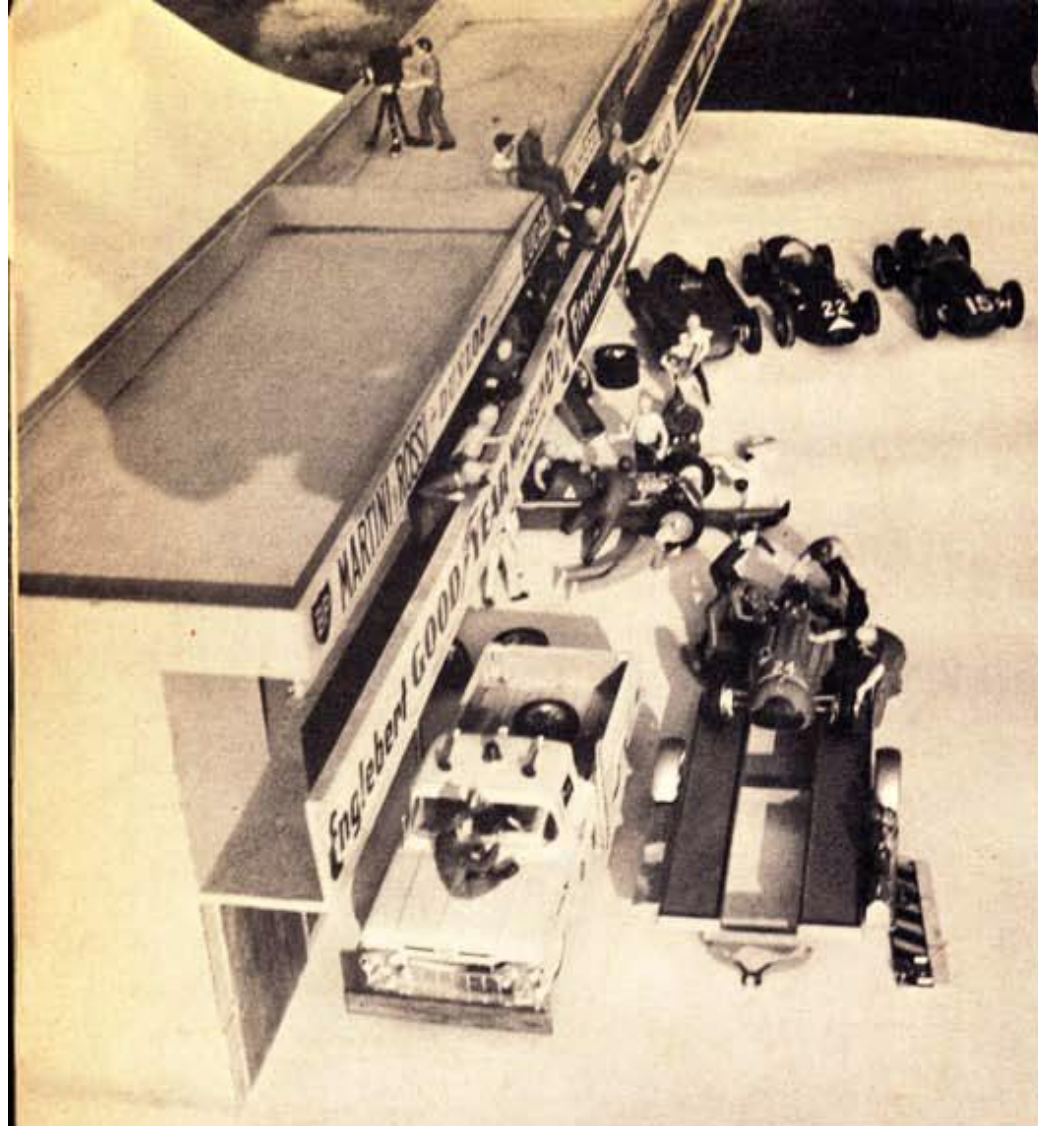
vides both a straight-edge and glueing joint for the pit rain gutter. This same type of joint is provided for the paddock gutter, with the front roof wall forming the straight edge. Perpendicular trim pieces help to hold the rain gutters while the glue is drying. Note that the left-hand trim piece on each section is offset to the left on all pit sections except the left-hand end section, which is flush. This off-set permits the sections to be interlocked, helping to align the sections, and hide the joints between each unit. When the pits have been basically assembled, sand the ends carefully, and apply a coat of sealer, and more sandpaper.



EUROPEAN GRAND PRIX PIT AREAS ARE ALWAYS WELL COVERED WITH ADVERTISING. FIND YOUR POSTERS IN MAGAZINES.

THE GREATEST TOUCH OF REALISM COMES FROM "PEOPLE" DOING THINGS, ULRICH'S MINI-MEN ARE THE FIGURES WE USED.



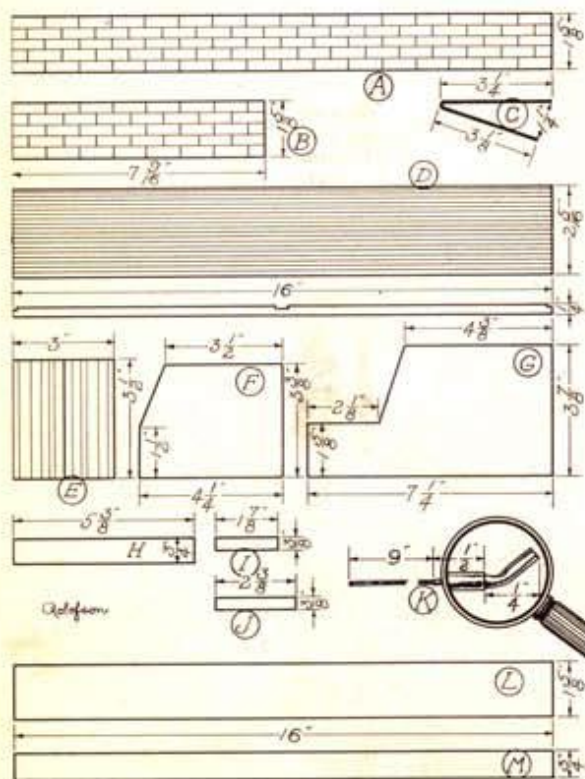


The "concrete" blocks around the bottom of the pits are of 1/32nd-inch balsa wood, glued to the mahogany, and scribed with a straightedge and sharp pencil. When the blocks have been completed, paint the pits inside and out, with a fairly heavy coat of flat cement-gray household paint.

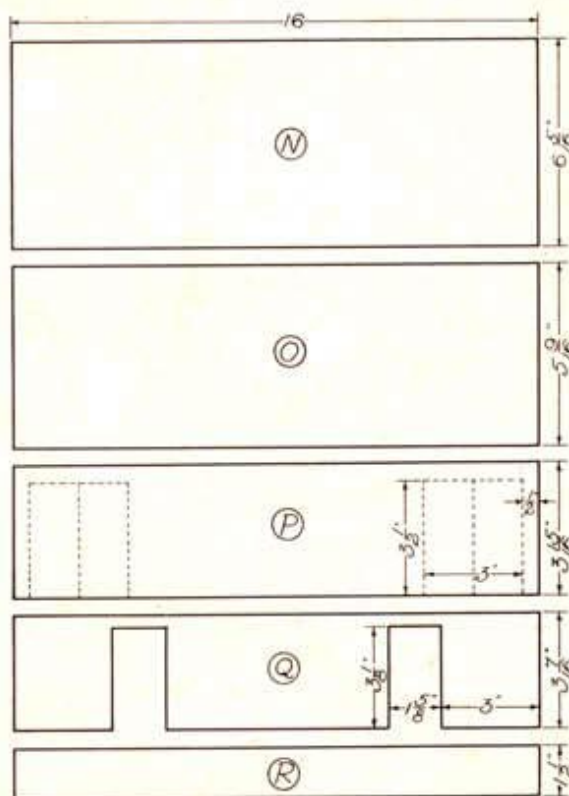
One sixteenth-inch balsa was used for the planking on the raised pit walk, and should be scribed before it is glued into place. Balsa was used instead of plywood because it is easier to scribe, and soft enough that pit figures can be pinned into place by pushing straight pins through the feet of the plastic figures. Thus they can be pinned anywhere along the planking, and readily relocated. A coat of tan colored sealer will simulate weathered planking, and adds some strength to the planking.

Wide double doors have been provided at the rear of each pit, so that the cars can be rolled inside during rough weather. These are made of scribed 1/32nd-inch balsa, stained with sealer, and glued to the front and rear of each pit. However, we did saw out one of these door openings to add interest.

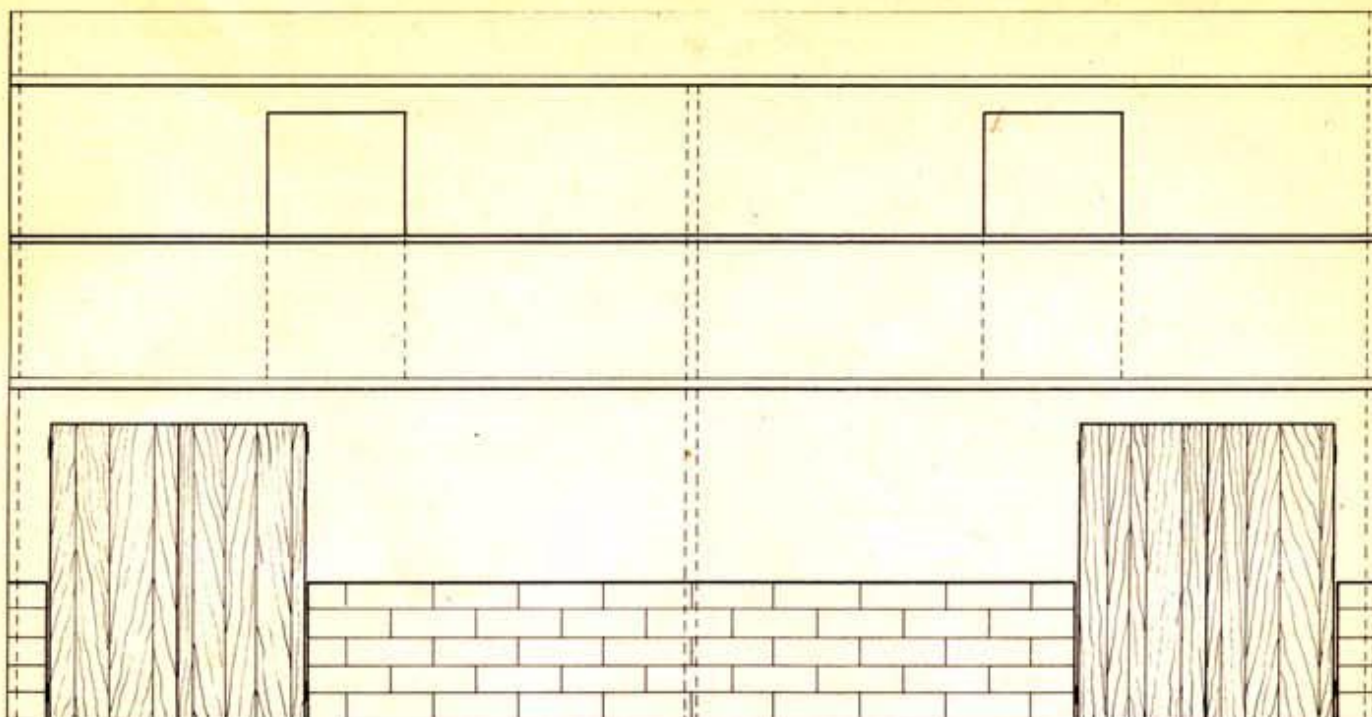
This busy scene is at the rear of the pits. Most track layouts are such that it is good to have activity on both sides of pits. Note TV camera.



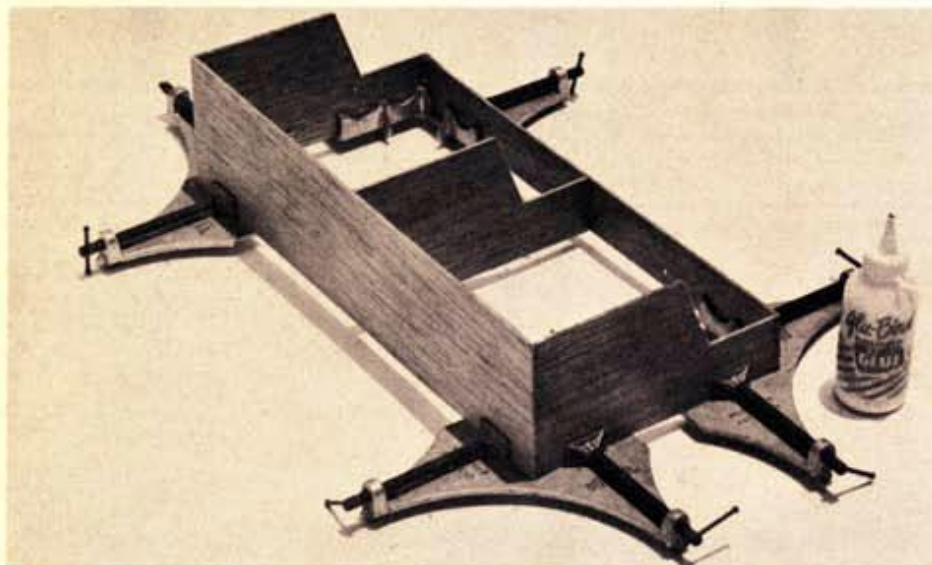
HERE'S DETAILS WITH MEASUREMENTS IN INCHES.



FLOOR AND ROOF, CUT WITH A COPING SAW.



Straight-on view of the rear section (see photo on opposite page). Large doors allow the cars to be pulled into pit garages for major overhauls.



Mahogany plywood walls are glued in place and are held for drying by regular frame clamps. Build pits in upper and lower sections, then glue.

Best way to hold the decks in place during gluing is with weights that can be borrowed from the kitchen pantry. Next step is to cut out rear doors.

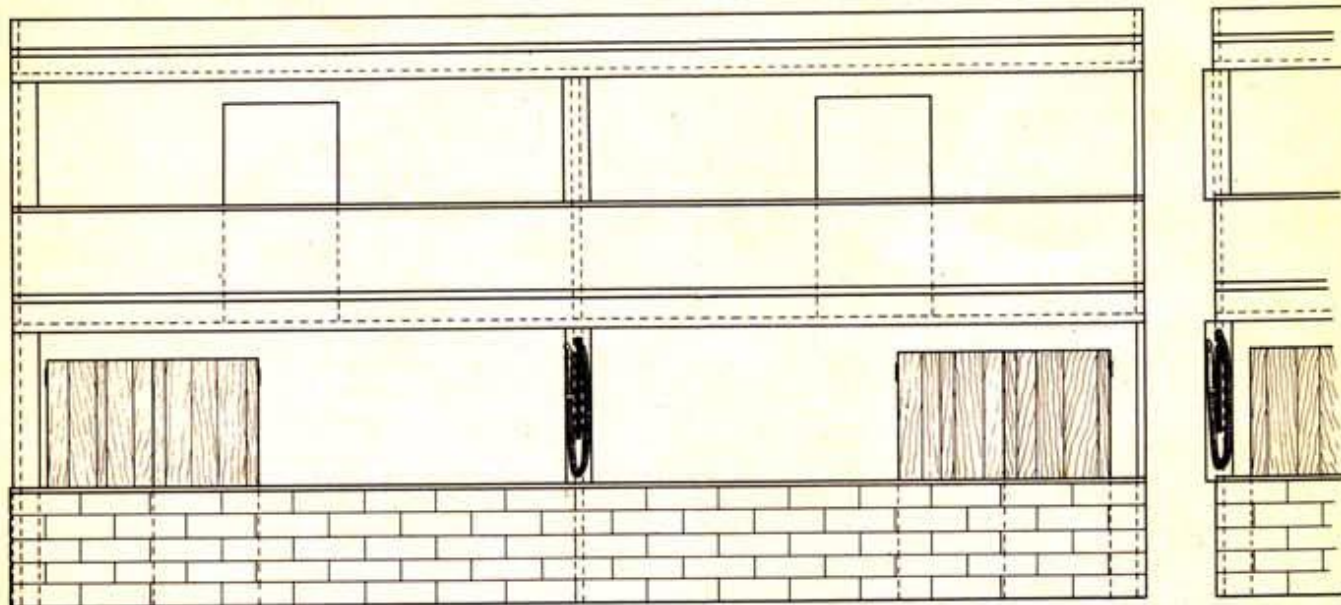


Our pressure fuel hoses were cut from a roll of spring purchased at a surplus store. They are tied to braces made of thin coat-hanger wire, by ties of fine copper magnet wire. The hoses and hangers are pushed and glued into carefully drilled holes in the plywood. The hose nozzles were cut from 1/8th and 1/16th-inch brass tubing, available at most hobby shops.

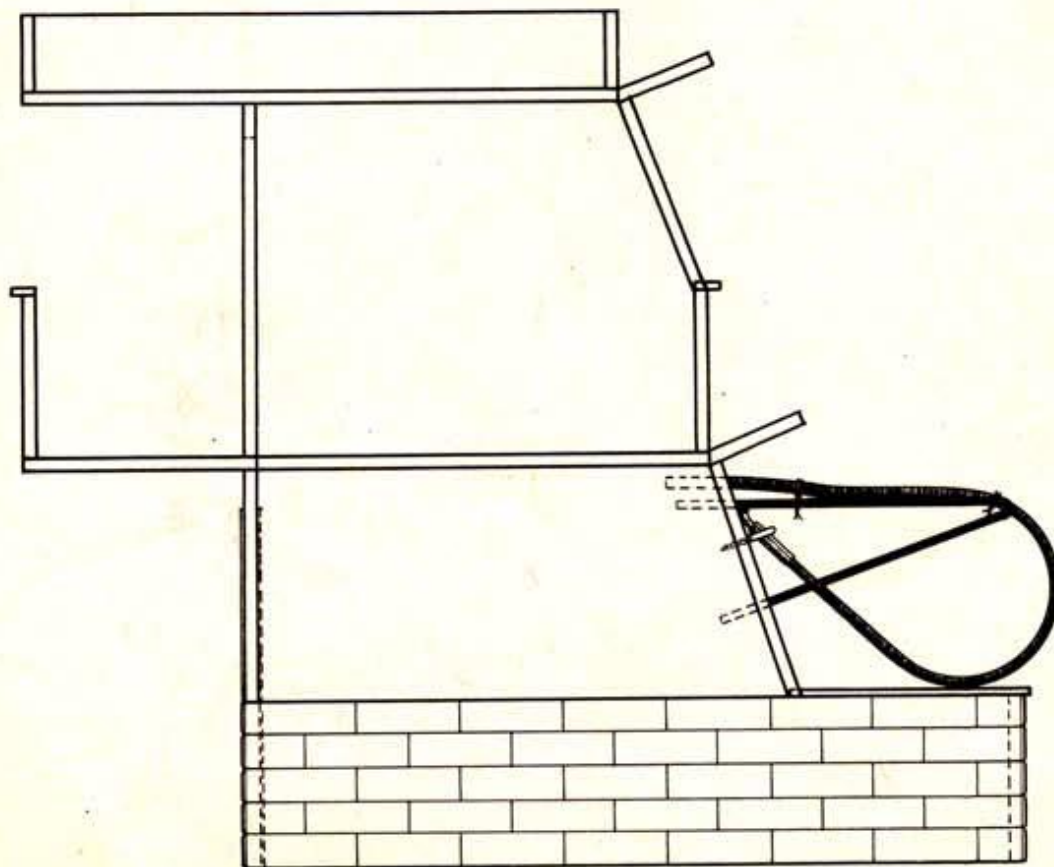
Still going along with European pit styling, we have covered our pits with their traditional array of automotive, travel, and booze advertising. These were clipped from automotive and travel magazines, carefully cut out, and pasted to the walls with white glue. Any banners which cover the cement blocks should be liberally coated with glue (to soften them), and gently scribed into the

"joints" between the blocks. The front wall of the paddocks should be left clear of advertising so that the marque boards can be hung above each competitor's pit.

Next we will do a detailing job on the MCS pits, adding marque boards, pit numbers, and race figures made from both Ulrich "Mini-men," and converted plastic cowboys and soldiers. Keep reading MCS for these details.



FRONTAL AREA OF 16-INCH SECTION. UNIT AT RIGHT SHOWS HOW MORE THAN ONE SECTION CAN BE JOINED TOGETHER.



COMPLETE SIDE VIEW. HOSES ARE MADE FROM SPRING AND THE NOZZLES FROM BRASS TUBE.

ROAD RACING Tips

Here are some timely, new MCS tips to help you get your car in the winner's circle.

- Keep the total weight of the chassis as light as possible.
- Side mount the motor and spur drive it if you can.
- Keep as much total weight of the car as possible on the rear wheels.
- Small, light-weight wheels and tires should be used where possible.
- Keep moving parts as precision as possible.
- Bond tires to the wheels and do the final truing while they are positioned on the car.
- Keep gear mesh accurate and slightly free. RPM will give a percentage of decreased clearance and allow deceleration braking.
- Make sure drive gears meet at exactly 90° when viewed from the top. *
- From side and rear angles, see that the center line of the motor shaft intersects the rear axle center line. *
- Make sure the motor shaft and rear axle are parallel when viewed from the top and rear. * *
- Have light, precision tip contact between the car guide and track contact strips.
- Try to eliminate binding or contact rubbing regardless of car's angle to the track.
- Make sure every alignment point and angle is precision fitted.
- Every bit of tire track width helps. Use maximum limits. If you are allowed a wheelbase tolerance take advantage of it — toward the long side.

- Rock your front axle slightly on a pivot point from the center while keeping the guide post position rigid with the main frame.

- Make sure guide shoe can rotate freely, without binding or twisting wires at any point.

- Rotate front wheels independently, not on a locked axle.

- Once running, maintain constant cleanliness and check all rotating and alignment positions.

- Keep tires clean and true.

- See that track contact material is clean and at proper angles.

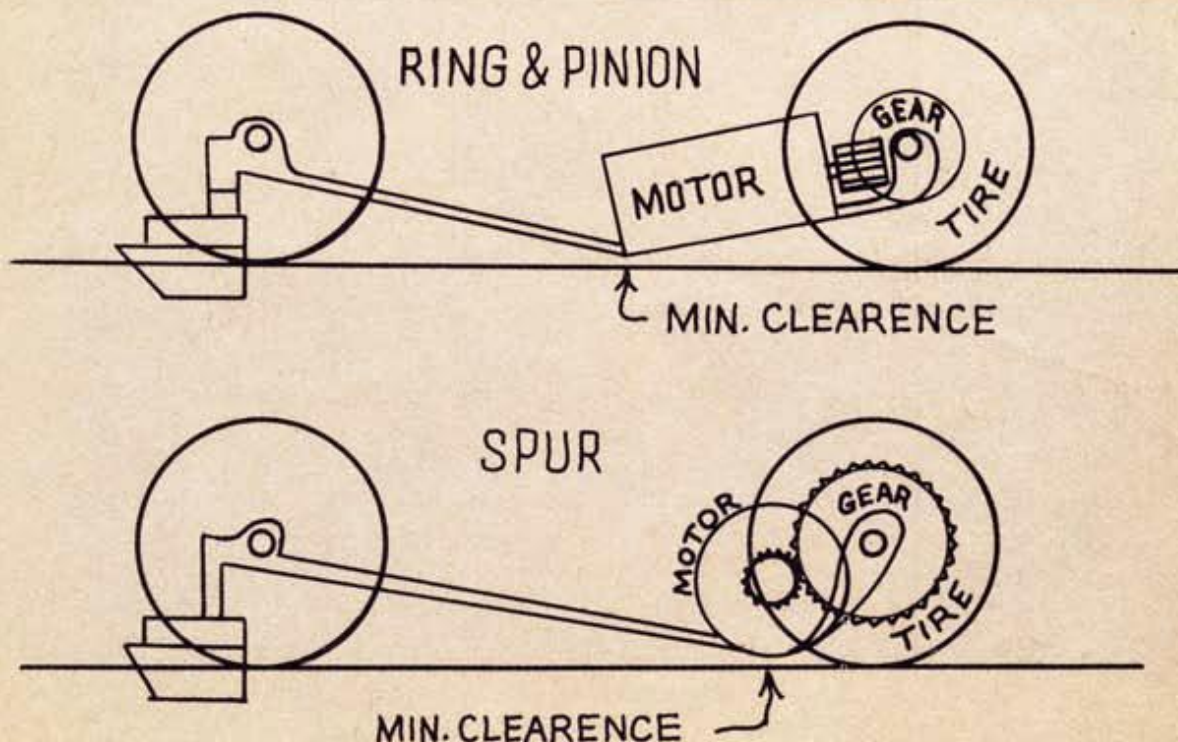
- On motors, consider a light-weight one that has a lower volt winding, yet is tough enough to withstand 12 volt usage. Experimenting with brush spring pressure can result in added RPM.

In many cases, these efforts will apply to drag racing cars also.

Additional points to remember: Front runners always spend a few *extra* hours on a car before *every* race. Driving ability can also make or break you, however a good car will aid you in driving improvement as it will remain more consistent and trouble free than a car stuffed together with just basics and not the *added effort*.

* Refers to ring and pinion setups.

* * Refers to spur driven setups.



GO RACING *for* PENNIES

The corner
model shop
has the answer
to economical slot racing.

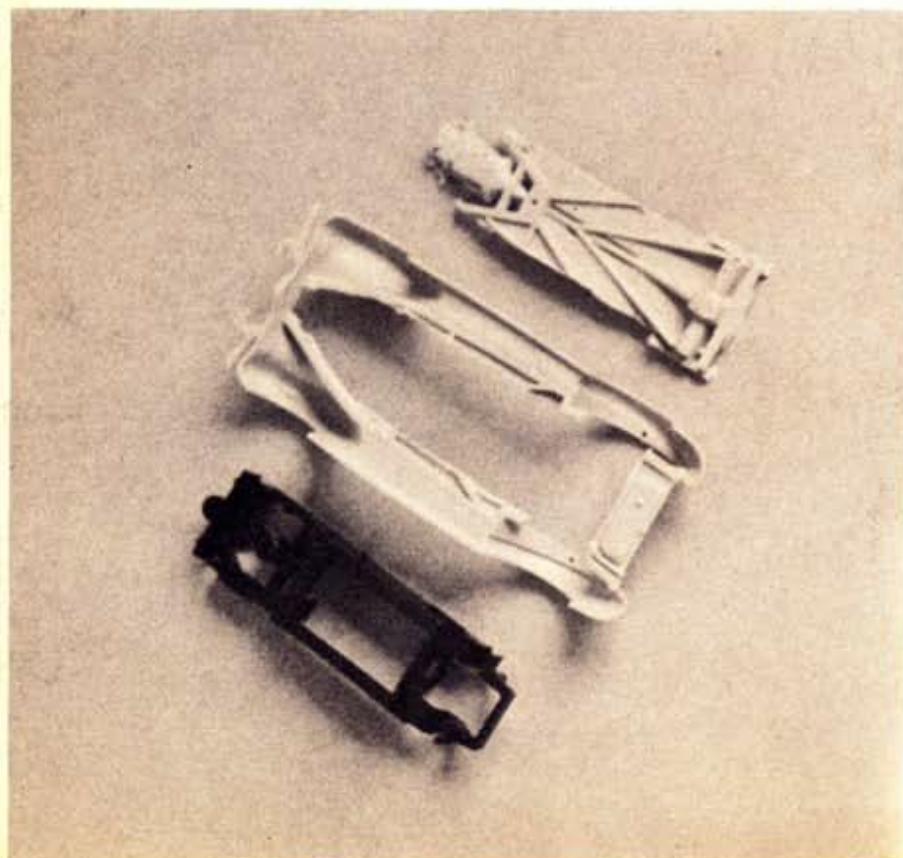


Underbody unit of Pyro 50¢ '36 Ford is cut to receive Strombecker slot racing chassis. Body is detailed yet inexpensive. Simple modification allows racing after but an hour's easy labor.

Limited funds and all-thumbs building ability sorely limit many of those who would otherwise become expert slot racing drivers. Even the highest priced GP or sports car bodies, available through custom manufacturers, require quite a bit of troublesome work to mount them securely and accurately on a ready-made chassis. And the amount of painting and detailing to bring the bodies to operating perfection requires someone with endless patience and a shop-full of tools and equipment.

Too long overlooked in this field are the inexpensive but finely detailed 1/32nd scale cars readily available that carry a price tag of an unbelievable 50¢. These are the youngster's easy-to-build kits for mantelpiece display. As the cars incorporate few assembly pieces, the bodies themselves are virtually ready to be mounted on slot racing chassis.

And speaking of chassis, the best, from the economy standpoint, are the snap-together Strombecker factory-made



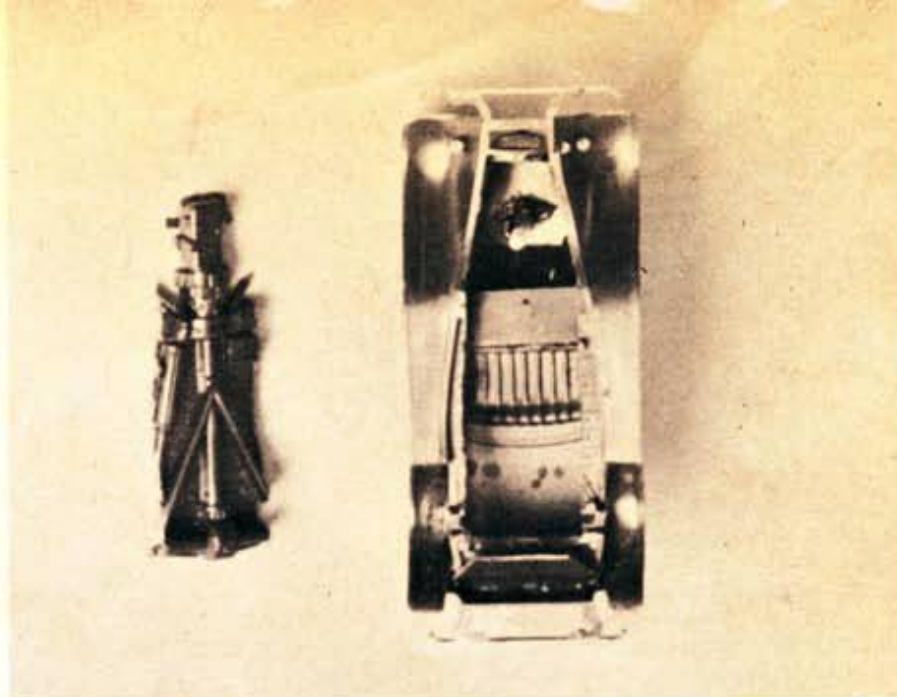
chassis that fortunately fall into the 1/32nd scale category. Less than an hour separated the buyer of the Pyro body pictured, and the chassis, from actual participation at his neighborhood slot course.

The basis of the Pyro kit, used for the accompanying photographs, is the fender/frame underbody unit. This piece is virtually solid so a section must be removed to allow attachment of the Strombecker chassis. As illustrated, the plastic section to be removed is traced right on the underbody following the outline of the Strombecker unit. A coping saw blade, removed from its holder, easily eliminated the unwanted piece of underbody plastic. After the piece was cut

Ford underbody, center, with section removed, top, and Strombecker chassis, below. Careful cutting permits precise alignment of chassis for directional stability. A single nut will retain unit.

Fender/frame unit from another Pyro kit, this time a '32 roadster, with section removed for chassis installation (below). Unit is cemented to body and stud bonded to hood for chassis retention.

Strombecker slot racing chassis which comes with motor, axles, wheels, tires, and a guide shoe. Second guide shoe pictured will adapt car to homebuilt track. Stock tires give acceptable performance.



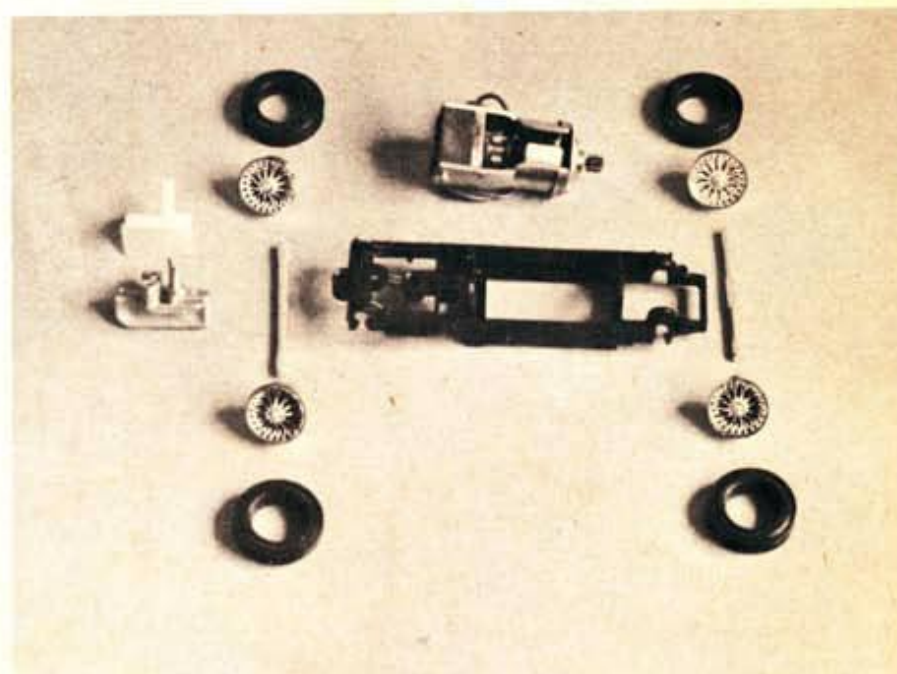
out, and the chassis tried for fit in the opening, the underbody was securely cemented to the Pyro body. Next, the separate Pyro grille and steering wheel were installed. The roll bar on the model pictured was made from the Pyro wishbone assembly, while the driver came with the Strombecker parts.

The Strombecker chassis was then completely assembled and wheel well alignment and clearance checked. A short piece of threaded stock was dropped through the guide shoe hole in the chassis and spot-bonded to the underside of the body's hood. At the rear of the car, to eliminate axle drag on the underbody, part of the car roof from the kit was cut as shown to be used as a spacer. It leans into the rear frame notch and was cemented to the underbody beneath the gas tank.

With a single nut in place on the threaded stud, and a second one run up to act as a locknut, the car was ready to go. Careful cutting of the underbody assured perfect chassis alignment so there was no problem there. The test car ran well first time out without weighting, and though it flipped when purposely overpowered through a particularly nasty turn, it emerged unscathed, attesting to the experiment's rugged qualities.

By way of postscript, a whole series of available 50¢ bodies could be set up to fit one existing chassis, for economy's sake, yet the racing stable owner could compete in several different racing classifications. And that's *really* racing on a budget.

Most importantly, the short project was fun and it was easy; yet it allowed us to enter competitive racing for what amounted to pennies.

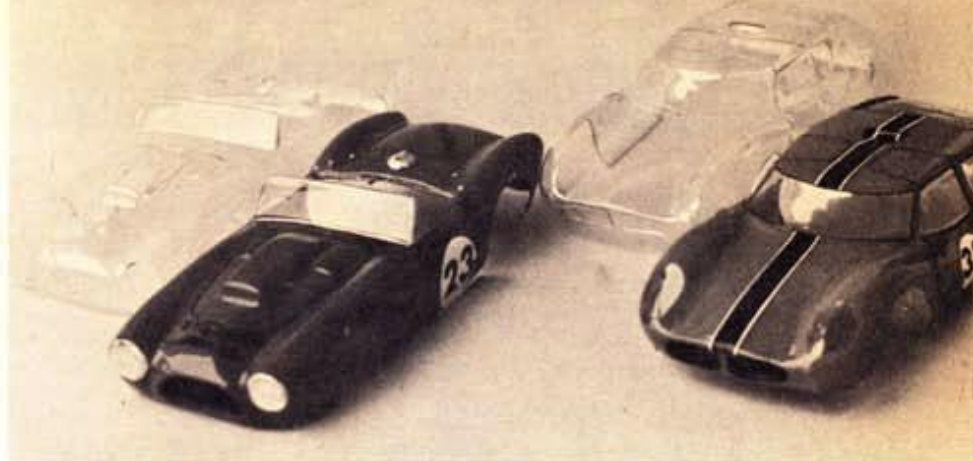


The completed roadster with rollbar from wishbone assembly and a Strombecker driver. Test car ran well without any substitutions or additions, required exactly 55 minutes from box to track!

PAINING CLEAR BODIES

No special equipment is needed to give slot racing bodies a rich finish that will resist scratching and cracking. If you're painting the body a solid color, simply sand the inside lightly with fine steel wool and apply the desired color without using an undercoat. When painting with two colors, mask off and paint darker color first and let dry; then apply your lighter color. If light color overlaps it will not show through the darker color. If you use candy type colors, remember to spray color coat *inside* the body first and *apply undercoat second*. Any irregularities where two colors meet can be covered by striping tape on seams.

by Woody Bennett
Stormer Products



Materials needed include paint (enamel only), artists striping tape, brushes, decals, sandpaper (medium grit), and steel wool.



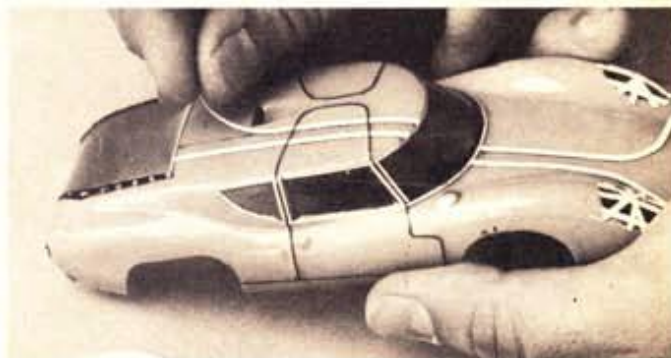
After trimming off any excess plastic, sand all edges to reduce possibility of splitting. Pay close attention to corners of body.



Before applying paint, it is advisable to rub inside of body lightly with fine steel wool. This prevents paint flaking or cracking.



Striping and outlining is done with multi-colored tape. 1/64 inch for outlining & 1/32 to 1/4" for racing stripes.



Striping is usually done on outside of body, but if you wish to tape on inside, apply it before painting.

If striping and decals are applied to outside of model, body should be painted with clear enamel to seal and hold them in place.



Number and emblem decals dress up models by adding authenticity. With these added touches, cars can now be shown with pride.

Slot Racer's Work Shop

NEW IDEAS IN RACING MODIFICATIONS

MODEL CAR TEST BENCH

SUCCESS in competition always depends upon a certain amount of race preparation. Before trying a new model on the track, it is advisable to make a few preparatory checks and adjustments so nothing will be left to luck alone.

For the serious enthusiast, a small, simple, power-equipped test bench is almost a necessity. This will prove invaluable when it comes to giving the components an opportunity to free any stiffness. Chief requirement for a basic test bench is a small transformer that can even be purchased second-hand at a very reasonable cost.

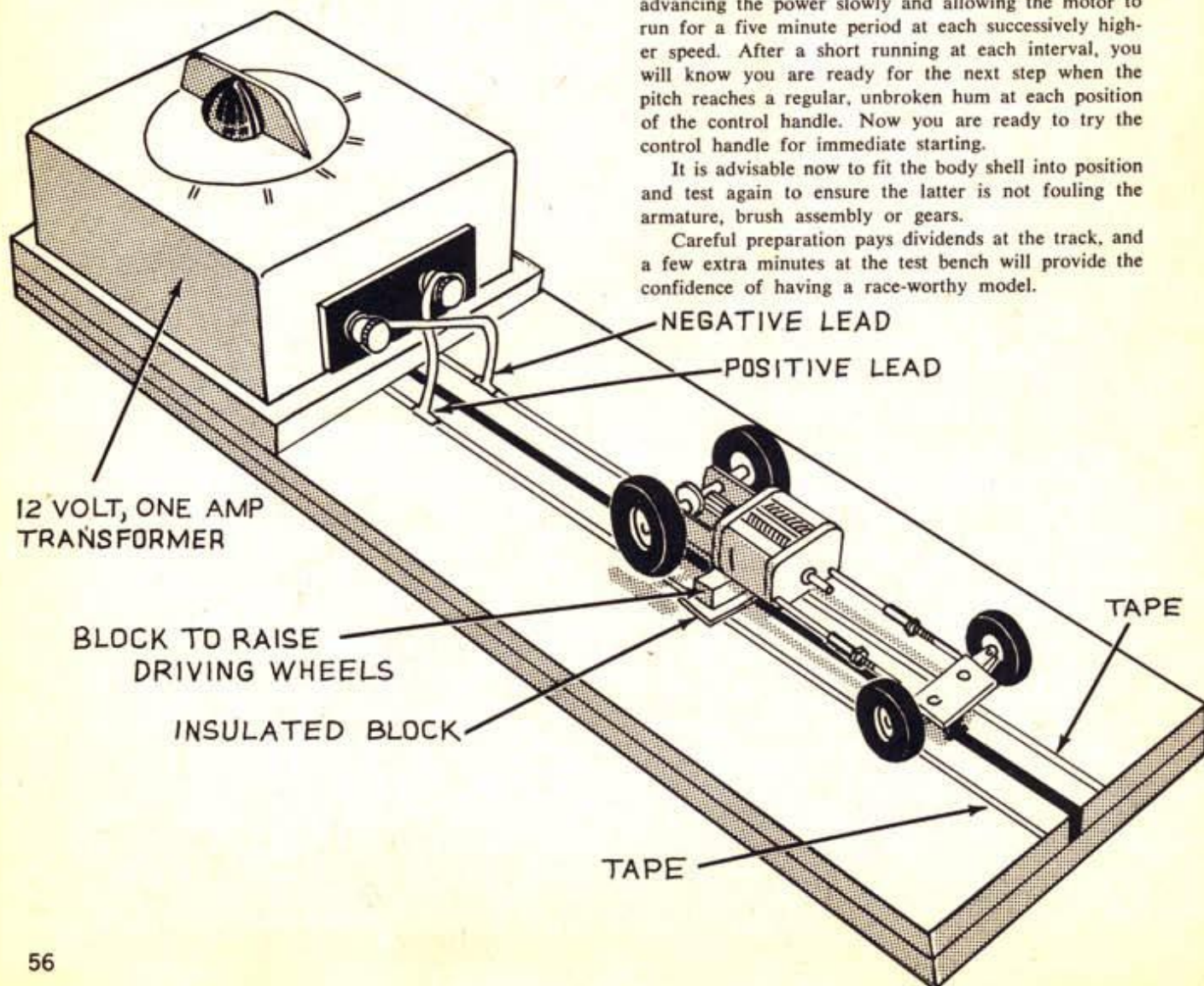
Before running the motor and gearing under power, the driving axle should be turned by hand to make sure the gears are not binding. If they are, the cause is probably due to either the gears being meshed too

tightly, or misalignment of the motor shaft with the driving axle. Prior to a power test, all binding must be eliminated so that when the wheels are turned by hand the gears and armature shaft revolve smoothly.

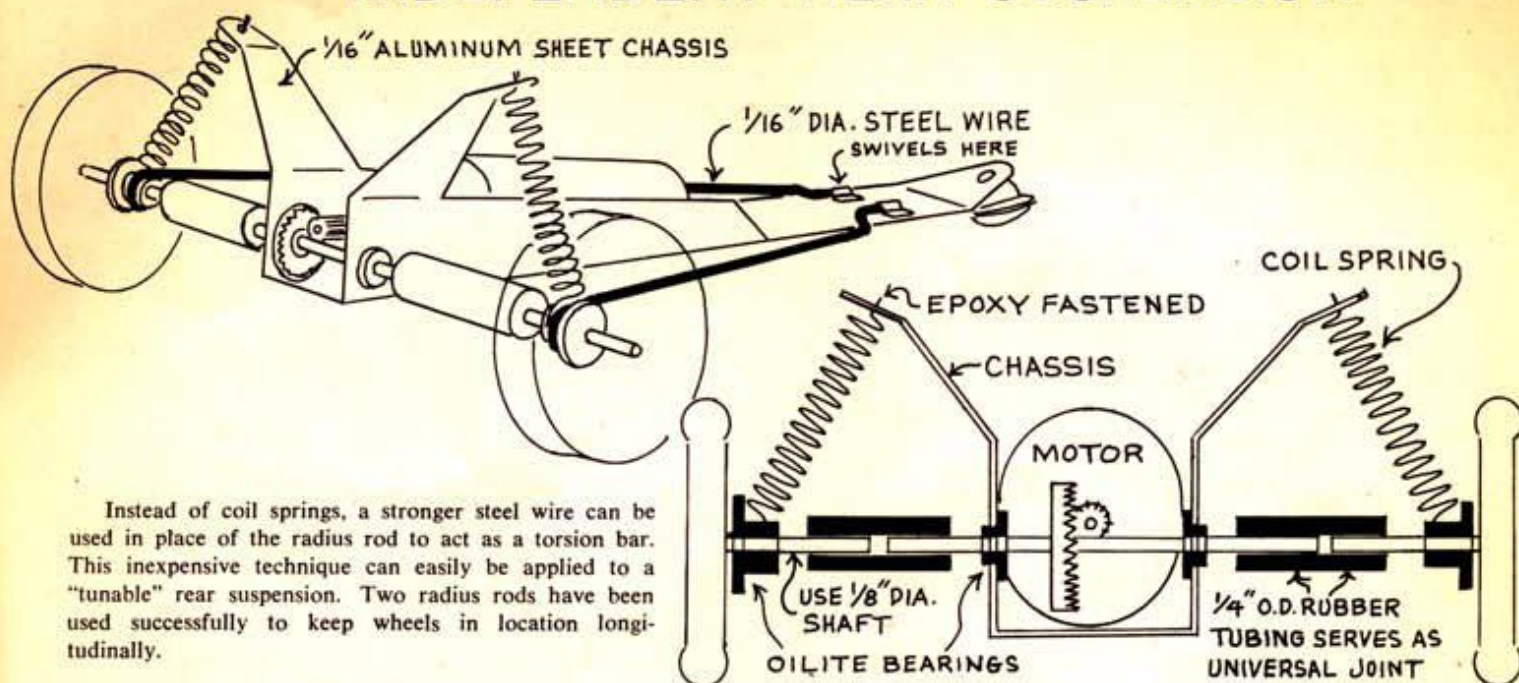
After the hand testing, mount the chassis on the test bench, connect it to the power supply, and gradually start the power. The motor should start smoothly. If it doesn't, advance the power a few more notches on the transformer until it does start. Allow it to run for a few minutes, then gradually ease back on the power to its slowest speed. While in this position, a few drops of oil on the gears and bearings should be applied if needed. Let the motor run now for about a half hour and listen closely for any binding. As the bearings, brushes and gears smooth out, the pitch should raise, showing more revolutions. Testing should continue by advancing the power slowly and allowing the motor to run for a five minute period at each successively higher speed. After a short running at each interval, you will know you are ready for the next step when the pitch reaches a regular, unbroken hum at each position of the control handle. Now you are ready to try the control handle for immediate starting.

It is advisable now to fit the body shell into position and test again to ensure the latter is not fouling the armature, brush assembly or gears.

Careful preparation pays dividends at the track, and a few extra minutes at the test bench will provide the confidence of having a race-worthy model.



INDEPENDENT REAR SUSPENSION



Instead of coil springs, a stronger steel wire can be used in place of the radius rod to act as a torsion bar. This inexpensive technique can easily be applied to a "tunable" rear suspension. Two radius rods have been used successfully to keep wheels in location longitudinally.

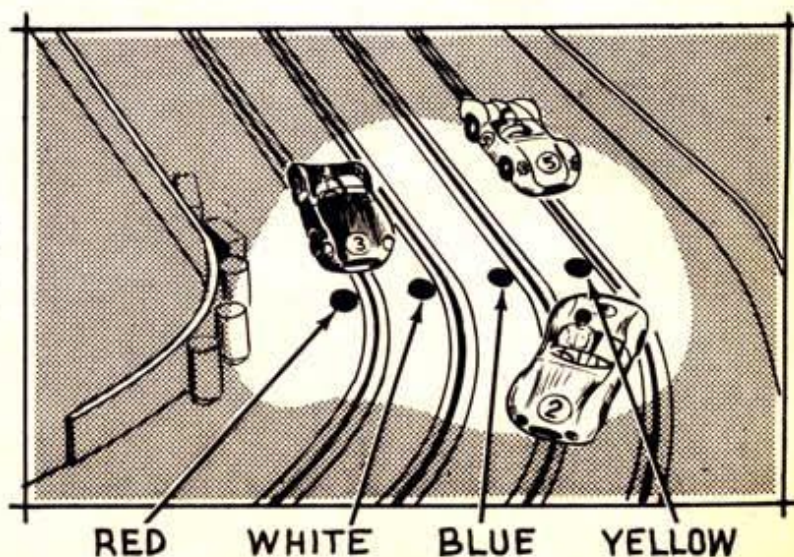


CUSTOM EXHAUST PIPES

The big problem most people have when making exhaust pipes is in trying to curve the tubing without getting flat spots or kinks. One system that works well is to use solid brass or brazing rod. This material is easy to form and stays round. For a more realistic look, the ends can be finished off with hollow tubing, bonded or soldered into place. To the casual observer, it will appear to be a masterful job of forming.

COLOR CODE YOUR TRACK

Since marshalling a race is always a thankless chore, it can be simplified by color coding the car and track lanes. To code each lane, you can either stripe the complete course just outside the contact material or place painted dots around the course. Cars can be marked with a small piece of tape the same color as the lane. Common colors used to mark lanes are: red, white, blue, yellow, green, orange etc. With this system, when a car leaves the course, the marshal can quickly match the taped car with the corresponding lane.



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a scale model car from**

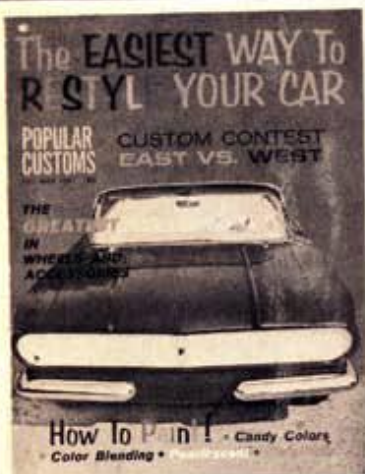
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Spotlights: Club of the Month

SEAWAY SPEEDWAY CLUB

Trenton, Michigan

One of the most ambitious club tracks to appear in the Midwest is this 90-foot six-lane layout of the Seaway Speedway Club of Trenton, Michigan. Member Dave Preston is the designer-owner of the track. Among its more exciting features are a 34-foot straightaway and some hair-pin turns that will test the skills of any driver. (Preston is offering

plans of the track at \$1 each. His address is 2700 Fort St., Trenton, Michigan). Racing against the clock over the copper track has been a real challenge to the members. So far the top time turned in has been by R. Bleske at the controls of his Strombecker Maserati. He's traveled the 90 feet in seven seconds flat.



Barris

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Actual Size

\$.79
per pair

CATALOG NUMBERS

	5-40 Thread	1/16 Hole
1/24 Scale	601	603
1/32 Scale	605	607

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New low price on reverse rim custom wheels. Deep rims with cross-hatch "positive-tread" tire grip. Fits all popular tires.



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1/24 Scale	625	626
1/32 Scale	627	628

Realistic KNOCK-OFF NUTS

Add that touch of realism never before possible at a price never before heard of! Tapped for 5-40 axle threads. Available in 2 or 3 prongs. Four per set.



Not to Scale

\$.59 set of four

CATALOG NUMBER

2 Prong	610
3 Prong	614

KNOCK-OFF NUT WRENCH

Fits Dynamic Models' two and three prong nuts. Quick change. Tighten nuts without damage. Fits nuts on either 1/32 or 1/24 scale wheels.



Actual Size

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CATALOG NUMBER 620

PRECISION SLOT RACING AXLES

Actual Size



Hardened and Ground! Superior bearing surface reduces friction for top performance. Extra strength means no bending, misalignment or "scoring" of axles. 5-40 threads on all six popular lengths . . . 1 3/4"-3" (1/4" increments). Eliminates the need for cutting to scale. Two precision jam nuts included with each axle.

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